

SEA-DOO®

SP
5879

SPX
5834
5661

HX
5882

GTS
5818

GS
5621

GSI
5622

GSX XP
5624 5662

GTI
5641

GTX
5642

operator's guide



1997

◆ SAFETY WARNING

Disregarding any of the safety precautions and instructions contained in this *Operator's Guide*, the *Safety Handbook* and on *Warnings Labels* could cause injury, including the possibility of death.

This *Operator's Guide*, the *Safety Handbook* and videocassette should remain with the watercraft at the time of resale.

AFTER-SALES
SERVICE
BOMBARDIER INC.
VALCOURT (QUÉBEC)
CANADA J0E 2L0



**The following trademarks are property of
Bombardier Inc.:**

SEA-DOO®
Bombardier Lube®
Sea-Doo Jet Pump Synthetic Oil
Sea-Doo Synthetic Grease

Gelcote® is a trademark of Gelcote International

Doin'it on your new Sea-Doo Watercraft

Congratulations, you are now the proud owner of a Sea-Doo personal watercraft. Whether you are an experienced boater or are new to the sport of boating, we ask you to take the time to view the videocassette provided with the watercraft, to read this *Operator's Guide*, the *safety handbook* and familiarize yourself with the contents. These Guides contain pertinent information which, if followed, will provide you with the necessary knowledge to help you fully enjoy the pleasures of this craft.

We strongly recommend that any watercraft operator complete a safety boating course. Check with your local Coast Guard or Power and Sail Squadron in your area for course availability. More serious boaters may want to obtain "Chapman Piloting" by Elbert S. Maloney, available at most book stores.

When introducing your family or friends to the sport, be sure they fully understand the controls and operation of the watercraft and the importance of courteous, responsible riding.

Each operator has a responsibility to ensure the passenger safety and the safety of other water users. Please follow all safety instructions and drive with care.

We encourage you to have an Annual Safety Inspection of your watercraft. Please contact your dealer for further details.

Finally, we urge you to visit your dealer regularly for regular and safety maintenance as well as any watercraft accessories you may require.

Have fun andBon Voyage.

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FOREWORD


The *Operator's Guide* and *Safety Handbook* have been prepared to acquaint the owner/operator or passenger with this personal watercraft and its various controls, maintenance and safe riding instructions. Each is indispensable for the proper use of the product, and should be kept in a waterproof bag with the watercraft at all times.

For any questions pertaining to the warranty and its application, consult the WARRANTY section in this Guide, or an authorized SEA-DOO dealer.


This Guide uses the following symbols to emphasize particular information.

**WARNING**

Identifies an instruction which, if not followed, might cause serious personal injuries including the possibility of death.

**CAUTION**

Denotes an instruction which, if not followed, might severely damage the watercraft and/or components.

 **NOTE:** Indicates supplementary information needed to fully complete an instruction.

Although the mere reading of such information does not eliminate the hazard, the understanding and application of the information will promote its correct use.


The information and components/system descriptions contained in this Guide are correct at the time of publication. Bombardier Inc. however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured.

Bombardier Inc. reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

The illustrations show the typical construction of the different assemblies and may not represent the full detail or exact shape of the parts which have the same or a similar function.

Specifications are given in the SI metric system with the SAE U.S. equivalent in parenthesis. Where precise accuracy is not required, some conversions are rounded off for easier use.

A *Shop Manual* can be obtained for complete service, maintenance and more repair information.

**WARNING**

The engine and the corresponding components identified in this guide should not be utilized on product(s) other than those they were designed for. Maintenance procedures and specified tightening torques must be strictly adhered to. Never attempt repairs unless the appropriate tools are available. These watercraft are designed with parts dimensioned in both the metric and the imperial systems. When replacing fasteners, make sure to use only those recommended by Bombardier. Mismatched or incorrect fasteners could cause damage to the watercraft or possible personal injury.

◆SAFETY WARNING

- ◆ To fully appreciate the pleasures, enjoyment and excitement of boating there are some basic rules that **MUST** be observed and followed by any boater. Some rules may be new to you while others may be common sense or obvious, irrespective, we ask that you please take a few minutes of your time to read these safety instructions completely before you operate your craft. Failure to follow this safety information and safe boating rules could result in injury, including the possibility of death to you, your passenger(s), or other water users.
- ◆ Information in this Guide is limited. It is strongly recommended that you obtain further boating information from the local Coast Guard or Power Squadron. We further recommend you take a boating safety course. Check local and federal boating laws applicable to the waterways where you intend to use the craft. Learn the local rules of the road.
- ◆ Become completely familiar with the controls and operation of the craft before taking on a passenger(s) or embarking on a trip. If you have not had the opportunity to do so with your dealer, practice driving solo in a suitable area and feel the response of each control. Be fully familiar with all controls before fully advancing the throttle.
- ◆ The performance of this craft may significantly exceed that of other craft you may have operated. Therefore, use of this craft by a novice or inexperienced operator is not recommended.
- ◆ Observe and follow all on-product warning labels and the content of this Guide.
- ◆ Operator and passenger(s) should wear suitable eye and body protection, as well as deck shoes or booties. Long hair or loose clothes should be securely attached to prevent snagging in the water intake.
- ◆ Coast Guard approved personal flotation devices (PFD) must be worn when riding the watercraft.
- ◆ Operation of this craft by a minor or disabled person is **NOT** recommended.
- ◆ Do not operate the craft after consuming alcohol or drugs.
- ◆ Always perform the pre-operation checks as specified in this Guide. This includes:
 - Attaching the safety lanyard.
 - Verification of throttle lever and steering movement.
 - Verification of start/stop button operation.
 - Oil and fuel levels.
 - Adequate water depth.
 - Required boating equipment. (Know how to use each).
- ◆ The operator and passenger(s) must be properly seated before starting or moving the craft.
- ◆ Wave or wake jumping can be dangerous and in many regions illegal.
- ◆ Most boating accidents result from the failure of the operator to keep a lookout for other water users or other potential hazards. Keep a safe distance from other boats. Do not attempt to splash others with your wake. Do not ride on the surf line.
- ◆ To prevent accidental starting or unauthorized use, always detach the safety lanyard from the boat, especially during maintenance, cleaning of the intake grate, or when swimmers are nearby.

-
- ◆ Ensure that all passengers know how to reboard the craft from the water.
 - ◆ Always have an observer while towing a skier.
 - ◆ Know the waters in which the craft is to be operated. Current, tides, rapids, shallow water, hidden obstacles etc., can affect safe operation.
 - ◆ When boating, apply the principle of 1/3 fuel to destination, 1/3 back and 1/3 reserve fuel supply.
 - ◆ Maintain the craft and equipment in top condition at all times. Adhere to the prescribed maintenance schedules. Use a protective cover when not in use. After salt or foul water use, the craft should be thoroughly rinsed and protected from corrosion. If you suspect water ingestion into the engine, contact your dealer for proper servicing.
 - ◆ The bilge must be kept clean of oil, water or other foreign materials. Do not carry spare fuel and inflammable liquids in any of the storage or engine compartments.
 - ◆ Avoid adding on accessories, carrying equipment or passengers which may alter the craft's configuration or balance.
 - ◆ Only perform servicing procedures which are detailed in this Guide. Further assistance or information can be obtained from your dealer. In many instances proper tools and training is required for certain servicing or repair procedures.
 - ◆ Gasoline fumes are inflammable and explosive. Always adhere to the fueling procedure contained in this Guide and those given to you by the marina.
 - ◆ Always keep in mind that as the throttle lever is released to idle position, less directional control is available. To turn the craft, both steering and throttle are necessary. This craft has the capability of turning more sharply than other boats, however, unless in an emergency, do not negotiate sharp, high speed turns.
 - ◆ Like any other boat, this craft has no brake. Stopping distance will vary depending on initial speed, load, wind, and water conditions. Practice stopping and docking in a safe area to have an idea of how long it will take to stop the craft under varying conditions.
 - ◆ Prolonged exposure to the sun, wind, etc., causes fatigue and may affect your reaction time.
 - ◆ Do not overload the craft or take on more passengers than designated for the intended type of boating. Load and altitude will also affect craft performance.
 - ◆ Riding with a passenger(s) makes the craft handle differently and requires greater skill.
 - ◆ Proceed with caution and at very low speeds in shallow water. Grounding or abrupt stops may result, or debris may be picked up and be jettisoned rearward to people or property.
 - ◆ As the "skipper" of a boat you are responsible for damage to other boats caused by the wake of your craft. Respect no wake zones.
 - ◆ Respect the rights of other water users and the environment. Allow no one to throw refuse overboard.
 - ◆ Do not operate the craft in inclement weather.
 - ◆ This watercraft is not designed for night-time operation.

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- ◆ Lifting the craft requires special equipment and experience. Do not attempt to lift the craft without such experience or equipment.
 - ◆ Respect the safety and comfort of your passenger(s) and persons being towed on skis or other water toys.
 - ◆ Always carry the regulatory required safety items on board. Check with local regulations or your dealer.
 - ◆ Due to the close proximity of other racers, it is recommended that an approved personal watercraft helmet be used during racing events. Read and follow all instructions and warnings provided with the helmet.

Drive prudently and have fun.


LIST OF DISTRIBUTORS _____

NORTH AMERICA

U.S.A: (Except Puerto Rico)	BOMBARDIER MOTOR CORPORATION OF AMERICA 7575 BOMBARDIER COURT P.O. BOX 8035 WAUSAU, WI 54402-8035 Phone: (715) 842-8886
CANADA Alberta British Columbia Manitoba North West Territories Ontario Quebec Saskatchewan Yukon New-Brunswick Nova Scotia Prince Edward Island	BOMBARDIER INC. SEA-DOO SERVICE DEPARTMENT VALCOURT, QUEBEC J0E 2L0 Phone: (514) 532-2211
Newfoundland	CHARLES R. BELL R.P.O. BOX 1050 RIVERSIDE DRIVE CORNER BROOKE, NFLD A2H 6J3 Phone: (709) 634-3533 FAX: (709) 634-2444

If your SEA-DOO requires warranty service, you must take it to any authorized SEA-DOO dealer. Be sure to bring your warranty registration card or other valid proof of the original date of purchase. If a question or problem arises regarding warranty, first contact the service manager or owner of the SEA-DOO dealership.

To find the nearest authorized Sea-Doo dealer, dial: 1-800-882-2900.

 **NOTE:** If outside North America, consult the local distributor.

THE 1997 BOMBARDIER WATERCRAFT LIMITED WARRANTY (NORTH AMERICA) _____

1) WARRANTY COVERAGE PERIOD

BOMBARDIER INC. ("Bombardier"), as manufacturer, warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER that each 1997 SEA-DOO watercraft sold, as NEW and UNUSED and PREDELIVERED by an authorized North American SEA-DOO watercraft dealer, will be free from any defects in material and/or workmanship for a PERIOD of:

TWELVE (12) CONSECUTIVE MONTHS, for private use owners, or

FOUR (4) CONSECUTIVE MONTHS for commercial use owners.

All genuine Bombardier accessories, installed by an authorized SEA-DOO dealer at the time of delivery of the new and unused SEA-DOO, carry the same Warranty Coverage Period as for the SEA-DOO watercraft.

2) WHAT BOMBARDIER WILL DO

BOMBARDIER will repair or replace, at its option, all genuine BOMBARDIER part found defective in material and/or workmanship, under normal use, maintenance and service, with a genuine BOMBARDIER part without charge for parts and labor, at any authorized SEA-DOO dealer during the Warranty Coverage Period.

3) CONDITION TO HAVE WARRANTY WORK VALIDATED

The customer must notify an authorized SEA-DOO watercraft dealer within two (2) days of the appearance of the defect in material and/or workmanship and present to the servicing authorized SEA-DOO dealer the SEA-DOO Warranty Registration Card or a proof of purchase of the NEW and UNUSED 1997 SEA-DOO watercraft and must sign the repair/work order prior to the start of the repair in order to validate a warranty repair. All parts replaced under this limited warranty become the property of BOMBARDIER.

4) EXCLUSIONS - ARE NOT WARRANTED

Normal wear and tear items;

Labor, parts and lubricant costs of all maintenance services;

Damage caused by failure to provide proper maintenance and/or storage, as described in the 1997 SEA-DOO watercraft *Operator's Guide*;

Damage resulting from improper repairs, modifications or use of non-approved parts or, repairs done by a non-authorized SEA-DOO dealer;

Damage resulting from abuse, misuse, neglect, racing;

Damage resulting from accident, fire, theft, vandalism or any act of God;

Incidental or consequential damages, or damages of any kind as but not limited to towing charges, telephone calls or taxi;

Water damages caused by water ingestion;

Damage related to gel coat finish including but not limited to cosmetic gel coat finish, blisters or fiberglass delamination caused by blisters, crazing, spider or hairline cracks; and

Damages resulting from improper service or maintenance.

5) LIMITATIONS OF LIABILITY

This warranty gives you specific rights, and you may also have other legal rights which may vary from state to state, or province to province. WHERE APPLICABLE, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

Neither the distributor, any authorized SEA-DOO dealer nor any other person has been authorized to make any affirmation, representation or warranty other than those contained in this warranty, and if made, such affirmation, representation or warranty shall not be enforceable against BOMBARDIER or any other person.

In no event shall BOMBARDIER be liable for special, consequential or incidental damages, including but not limited to loss of use and transportation costs. Some states or provinces do not allow the exclusion or limitation of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above limitation or exclusion may not apply.

BOMBARDIER reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the SEA-DOO watercraft sold while this warranty is in effect.

6) CONSUMER ASSISTANCE

In the event of a controversy or a dispute arising in connection with this BOMBARDIER LIMITED WARRANTY, BOMBARDIER suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.

If further assistance is required, the DISTRIBUTOR's service department should be contacted in order to resolve the matter.

If the issue has still not been resolved, please submit in writing your complaint to:

In Canada:

BOMBARDIER INC.
SEA-DOO/SKI-DOO Division
Customer Assistance Center
Valcourt, Québec
CANADA J0E 2L0
Tel: 514-532-5000

In USA:

BOMBARDIER MOTOR
CORPORATION OF AMERICA
SEA-DOO/SKI-DOO Division
Customer Assistance Center
P.O. Box 8035
7575 Bombardier Court
Wausau, WI 54402-8035
Tel: 715-848-4957

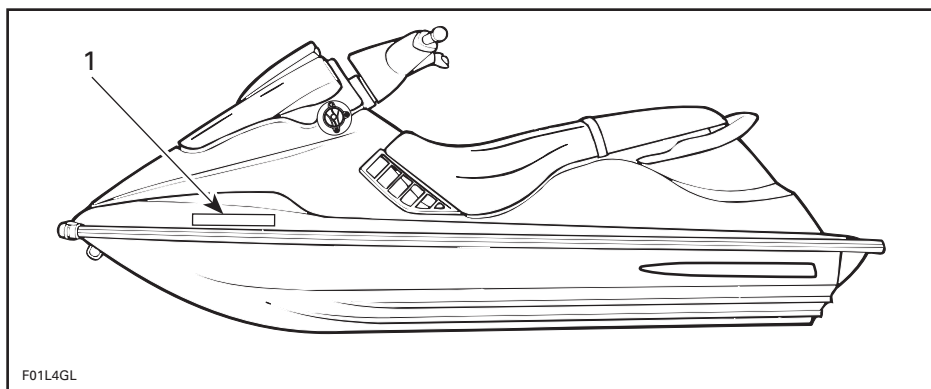
BOMBARDIER INC
SEA-DOO/SKI-DOO Division
May 1996

®Registered trademark of Bombardier Inc. and/or affiliates.

REGISTRATION NUMBER LOCATION

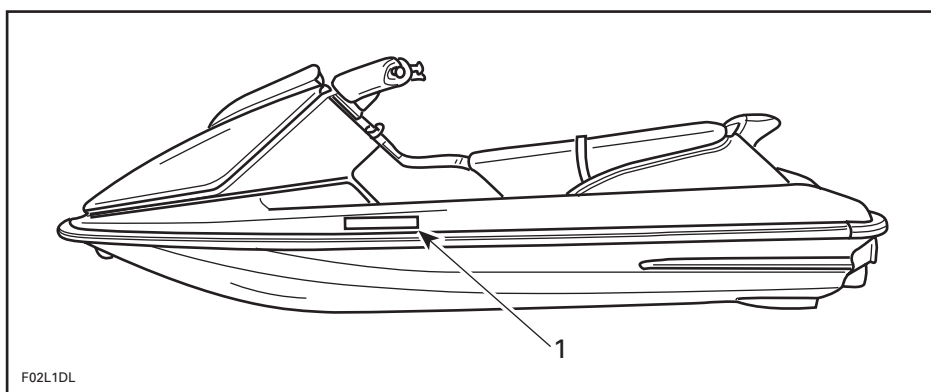
All personal watercraft are required by federal law to be registered and legally numbered.

Due to space availability for proper display of registration number, refer to following illustrations for location. The registration number must appear on each side of the watercraft.



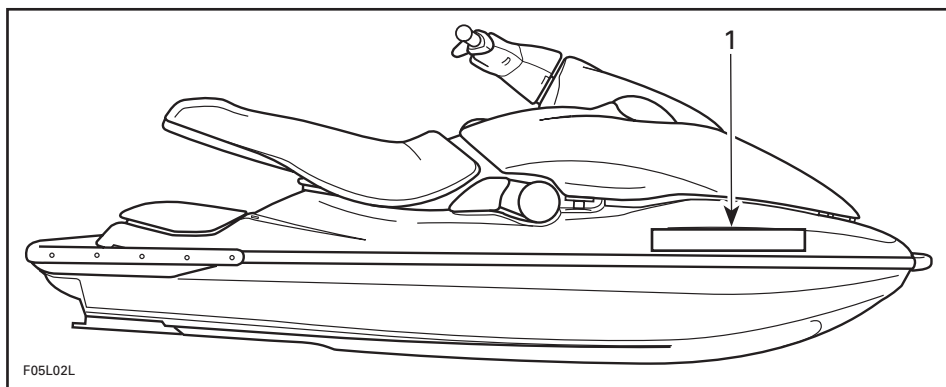
SP SERIES

1. Registration number location



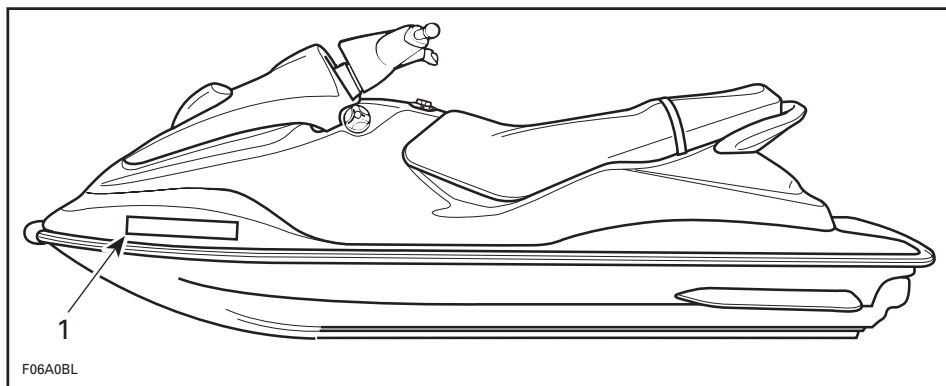
GTS MODEL

1. Registration number location



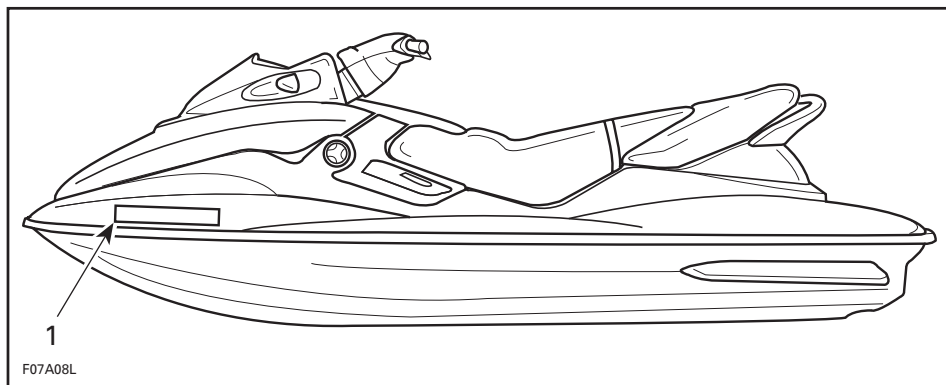
HX MODEL

1. Registration number location



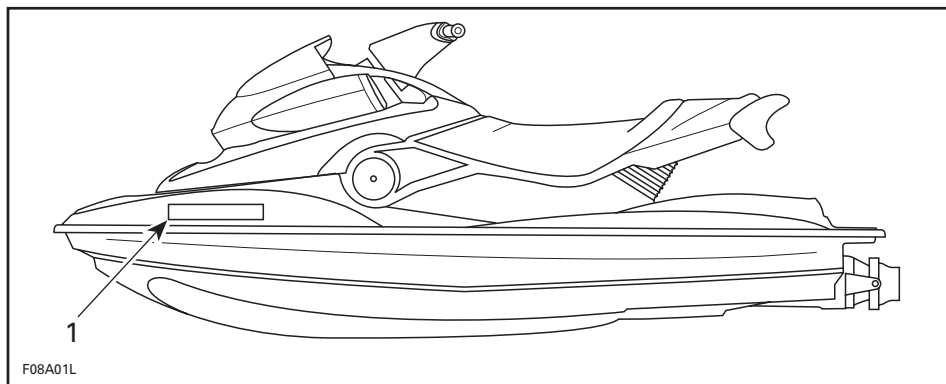
GS SERIES

1. Registration number location



GTI/GTX MODELS

1. Registration number location

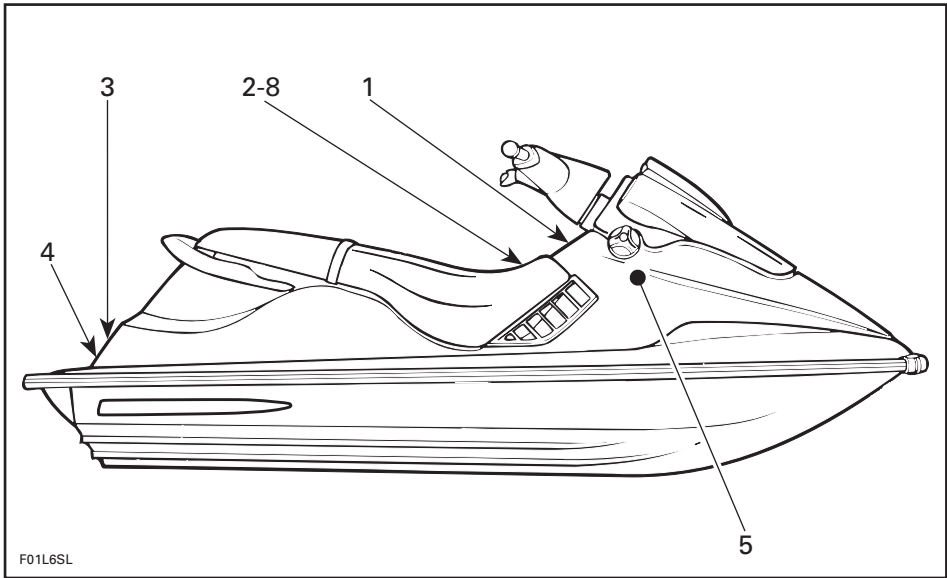


XP MODEL

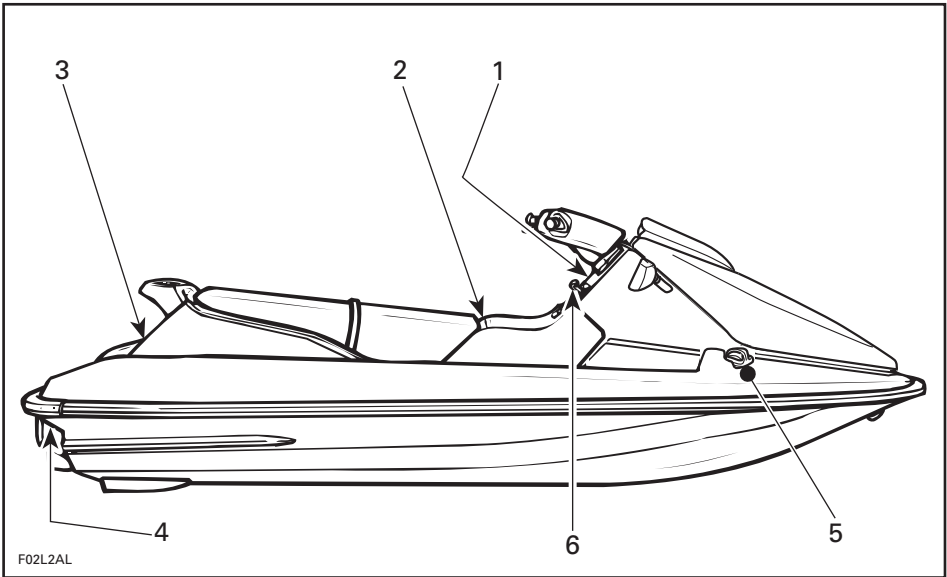
1. Registration number location

LOCATION OF THE IMPORTANT LABELS

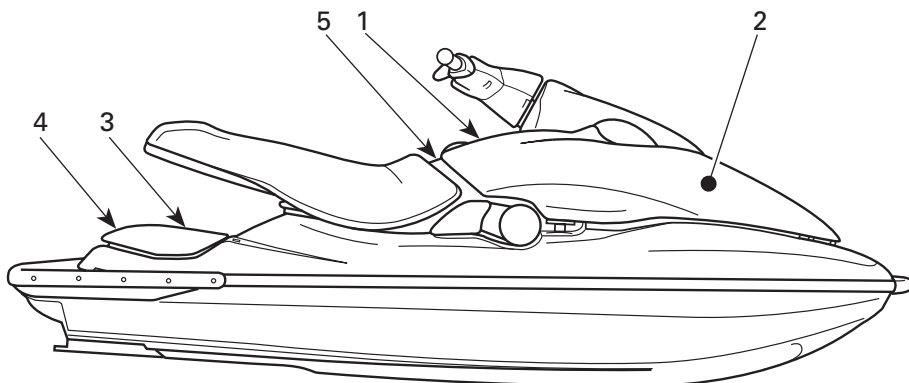
Please read the following labels carefully before operating this watercraft.



SP SERIES



GTS MODEL

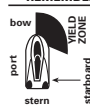


F05L03L

HX MODEL

1

REMEMBER THESE RULES OF THE ROAD



Crossing: GIVE RIGHT OF WAY to boats ahead and to your right (see Yield Zone). Never cross in front of a boat.



Meeting head on: KEEP RIGHT.



Passing: Give right of way to other boat and KEEP CLEAR.

WARNING

Read all warning labels, *Operator Guide*, & *Safety Handbook* before operation. Severe injury or death can result from ignoring warnings or through improper use of this watercraft.

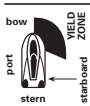
- Check throttle & steering operation before starting engine.
- Directional control is lost when throttle is released or engine shut off.
- Do not splash others or jump waves or wakes with this watercraft.
- Operator and passenger should always wear approved life vests and recommended clothing.
- Gasoline is explosive. Always observe proper fueling practices and maintenance.
- Properly attach safety lanyard to your life vest.
- This watercraft is not designed for night-time operation.
- Seating is limited to one operator and one passenger (350 lbs.)
- Keep a safe distance from all other water users. Be aware of all boating regulations.

F01L6TL

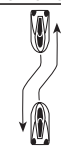
SP MODEL

1

REMEMBER THESE RULES OF THE ROAD



Crossing: GIVE RIGHT OF WAY to boats ahead and to your right (see Yield Zone). Never cross in front of a boat.



Meeting head on: KEEP RIGHT.



Passing: Give right of way to other boat and KEEP CLEAR.

WARNING

Read all warning labels, *Operator Guide*, *Safety Handbook* before operation. Severe injury or death can result from ignoring warnings or through improper use of this watercraft. THE PERFORMANCE OF THIS WATERCRAFT MAY SIGNIFICANTLY EXCEED THAT OF OTHER WATERCRAFT YOU MAY HAVE OPERATED. THEREFORE, USED OF THIS WATERCRAFT BY NOVICE OR INEXPERIENCED OPERATORS IS NOT RECOMMENDED

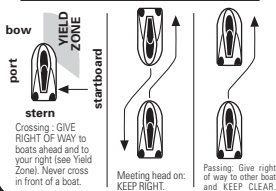
- Check throttle & steering operation before starting engine.
- Directional control is lost when throttle is released or engine shut off.
- Do not splash others or jump waves or wakes with this watercraft.
- Operator and passenger should always wear approved life vests and recommended clothing.
- Gasoline is explosive. Always observe proper fueling practices and maintenance.
- Properly attach safety lanyard to your life vest.
- This watercraft is not designed for night-time operation.
- Seating is limited to one operator and one passenger (350 lbs.)
- Keep a safe distance from all other water users. Be aware of all boating regulations.

F01L6WL

SPX MODEL

1

REMEMBER THESE RULES OF THE ROAD



◆ WARNING

Read all warning labels, Operator Guide & Safety Handbook before operation. Severe injury or death can result from ignoring warnings or through improper use of this watercraft. THE PERFORMANCE OF THIS WATERCRAFT MAY SIGNIFICANTLY EXCEED THAT OF OTHER WATERCRAFT YOU MAY HAVE OPERATED. THEREFORE, USE OF THIS WATERCRAFT BY NOTICE OR INEXPERIENCED OPERATORS IS NOT RECOMMENDED.

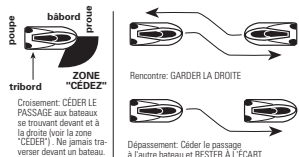
- Check throttle & steering operation before starting engine.
- Directional control is lost when throttle is released or engine shut off.
- Do not splash others or jump waves or wakes with this watercraft.
- Operator should always wear an approved life vest and recommended clothing.
- Gasoline is explosive. Always observe proper fueling practices and maintenance.
- Properly attach safety lanyard to your life vest.
- This watercraft is not designed for night-time operation.
- Seating is limited to one operator (250 lbs.)
- Keep a safe distance from all other water users. Be aware of all boating regulations

F01L04L

HX MODEL

1

MÉMOIRISEZ LES RÈGLES DE NAVIGATION SUIVANTES



◆ AVERTISSEMENT

S'assurer de lire les ÉTIQUETTES D'AVERTISSEMENT, le GUIDE DU CONDUCTEUR et le GUIDE DE SÉCURITÉ avant d'utiliser la motomarine. Toute omission de se conformer aux avertissements ou à une utilisation adéquate peut occasionner de graves blessures et même la mort.

- Capacité de charge : 1 conducteur et 2 passagers (225 kg).
- Vérifier si l'accélérateur et le guidon fonctionnent bien avant de mettre le moteur en marche.
- Il est impossible de diriger la motomarine lorsque l'accélérateur est relâché ou que le moteur est arrêté.
- Ne nettoyer l'admission de la turbine que lorsque le moteur est arrêté.
- Le conducteur et le passager devraient toujours porter un gilet de sauvetage.
- Fixer solidement le cordon de sécurité à son gilet de sauvetage.
- Cette motomarine n'est pas conçue pour circuler la nuit.
- Ne jamais sauter les vagues ou faire des cascades avec la motomarine.
- Assise limitée à deux personnes avec siège de randonnée optionnel.

F02L2BL

GTS MODEL

2

◆ WARNING

DO NOT BOOST BATTERY.
SERVICING OF ELECTRICAL COMPONENTS
SHOULD BE DONE BY DEALER ONLY.

F02L2CY

4

AFTER ROLL OVER

ALWAYS TIP
WATERCRAFT
AS SHOWN
BEFORE
RESTARTING
ENGINE



F01L6UZ

3

"THIS BOAT IS NOT REQUIRED TO COMPLY WITH THE FOLLOWING U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION:

- Fuel System
- Display of Capacity Information
- Safe Loading
- Flotation
- Powered Ventilation

AS AUTHORIZED BY U.S. COAST GUARD GRANT OF EXEMPTION (CGB 88-001)."

Bombardier Corp. 7579 Bombardier Court, Wausau, WI 54401

Made in Canada/Fabrique au Canada Bombardier Inc. Rd./Enr., 1988

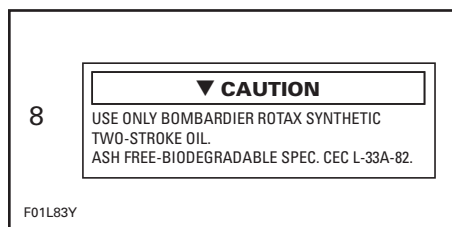
F02L2DZ

5

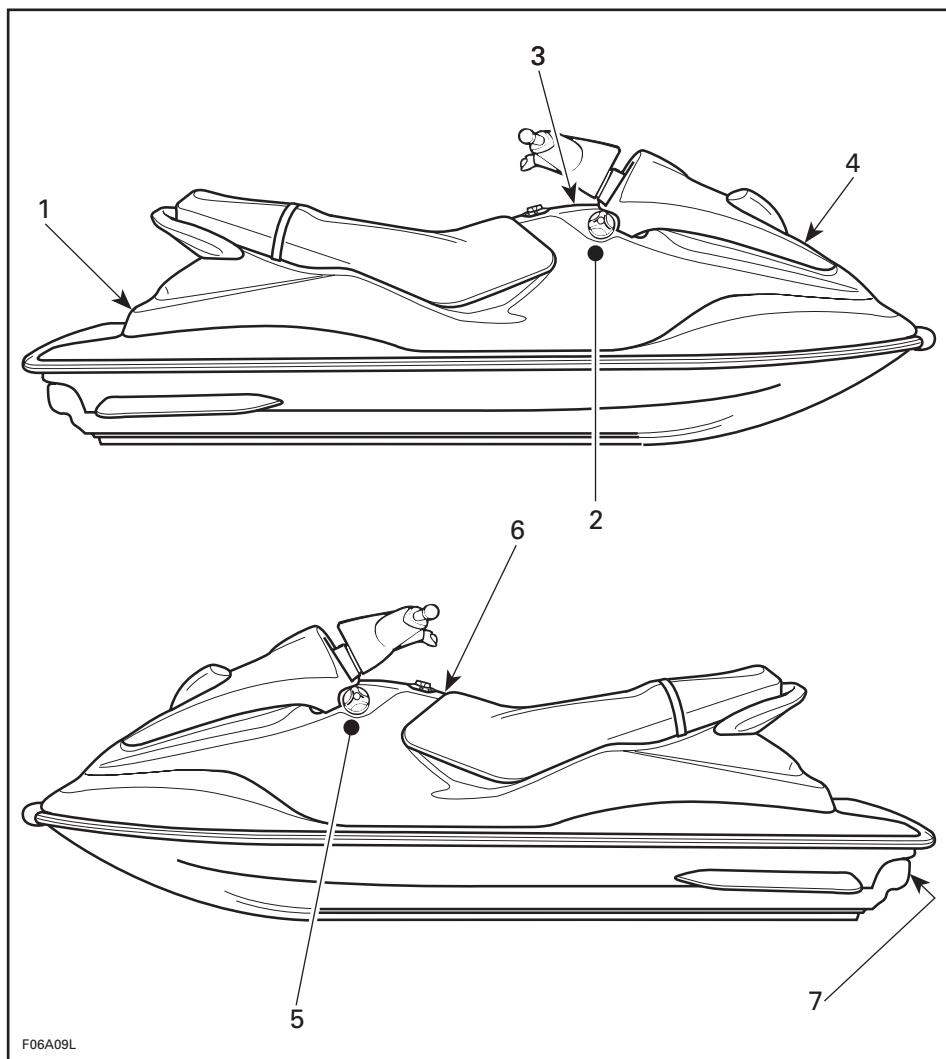
◆ WARNING

WHILE FUELING, STOP ENGINE. FUEL TANK MAY BE PRESSURIZED, SLOWLY TURN CAP WHEN OPENING. KEEP WATERCRAFT LEVEL. DO NOT OVERFILL. CHECK OIL LEVEL. PERIODICALLY, VERIFY FUEL SYSTEM.

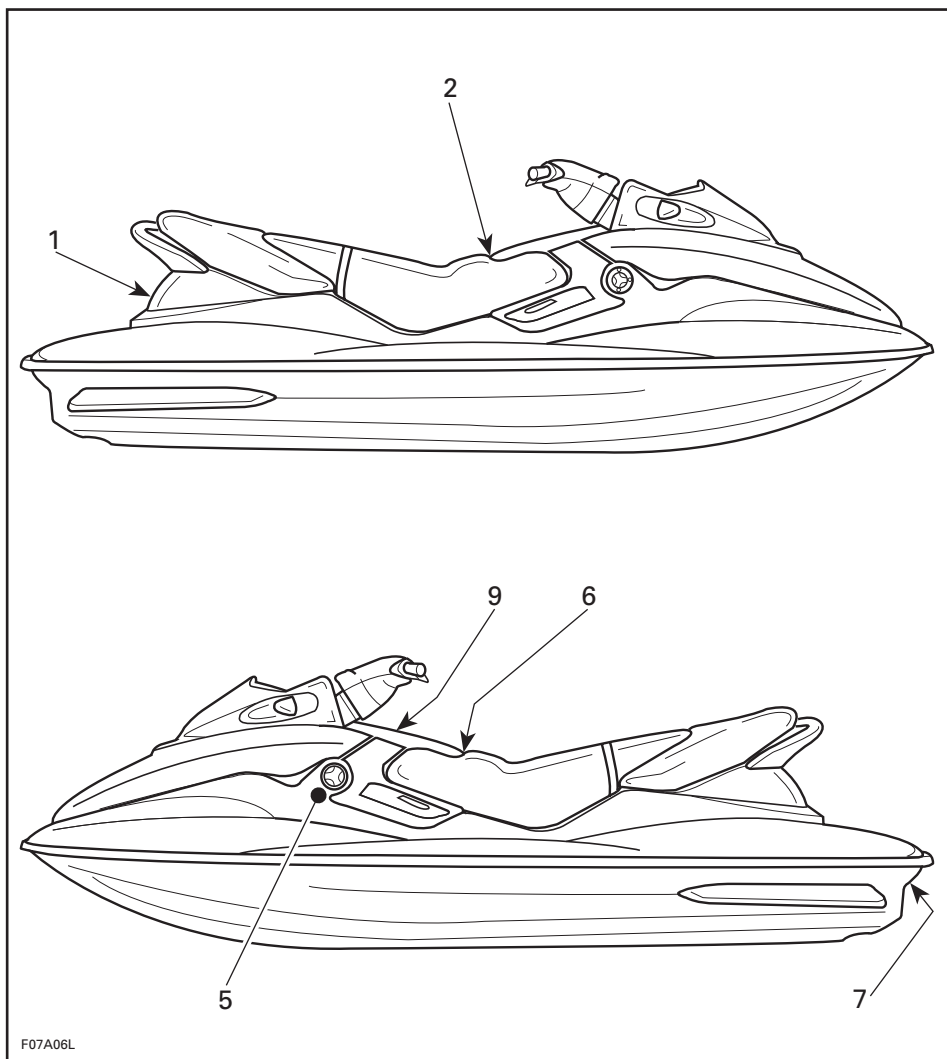
F01L6VY



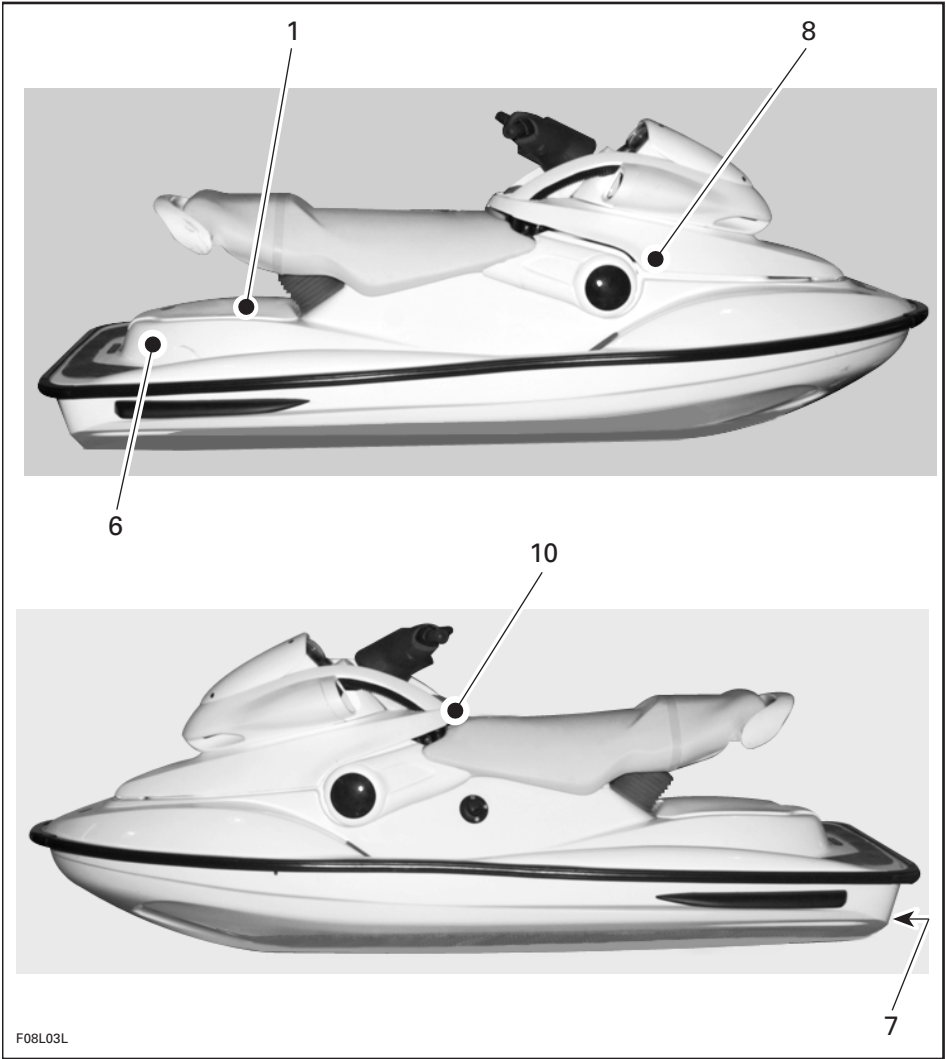
SPX MODEL



F06A09L
TYPICAL — GS MODEL



TYPICAL — GTI/GTX MODELS



TYPICAL — XP MODEL

1

"THIS BOAT IS NOT REQUIRED TO COMPLY WITH THE FOLLOWING U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION:

- Fuel System
- Display of Capacity Information
- Safe Loading
- Flotation
- Powered Ventilation

AS AUTHORIZED BY U.S. COAST GUARD GRANT OF EXEMPTION (CGB 88-001)."

Bombardier Corp. 7575 Bombardier Court, Wausau, WI 54401

Made in Canada/Fabriqué au Canada	Bombardier Inc. Rd./Enr. 1988
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F02L2DY

TYPICAL

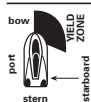
2

▼ CAUTION

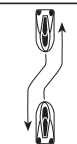
USE ONLY BOMBARDIER ROTAX SYNTHETIC TWO-STROKE OIL.
ASH FREE-BIODEGRADABLE SPEC. CEC L-33A-82.

F01L83Z

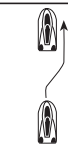
3

REMEMBER THESE RULES OF THE ROAD

Crossing: GIVE RIGHT OF WAY to boats ahead and to your right (see Yield Zone). Never cross in front of a boat.



Meeting head on: KEEP RIGHT.



Passing: Give right of way to other boat and KEEP CLEAR.

F01L6TM

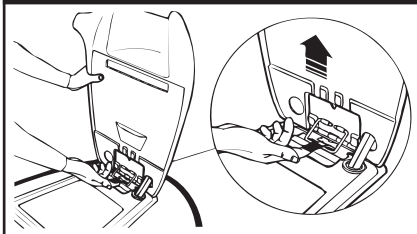
◆ WARNING

Read all warning labels, *Operator Guide*, & *Safety Handbook* before operation. Severe injury or death can result from ignoring warnings or through improper use of this watercraft.

- Check throttle & steering operation before starting engine.
- Directional control is lost when throttle is released or engine shut off.
- Do not splash others or jump waves or wakes with this watercraft.
- Operator and passenger should always wear approved life vests and recommended clothing.
- Gasoline is explosive. Always observe proper fueling practices and maintenance.
- Properly attach safety lanyard to your life vest.
- This watercraft is not designed for night-time operation.
- Seating is limited to one operator and one passenger (350 lbs.)
- Keep a safe distance from all other water users. Be aware of all boating regulations.

TYPICAL

4

TO CLOSE / POUR FERMER

F06A03Y

TYPICAL

5

◆ WARNING

WHILE FUELING, STOP ENGINE. FUEL TANK MAY BE PRESSURIZED, SLOWLY TURN CAP WHEN OPENING. KEEP WATERCRAFT LEVEL. DO NOT OVERFILL. CHECK OIL LEVEL. PERIODICALLY, VERIFY FUEL SYSTEM.

F01L6VY

TYPICAL

6

◆ WARNING

DO NOT BOOST BATTERY. SERVICING OF ELECTRICAL COMPONENTS SHOULD BE DONE BY DEALER ONLY.

F02L2C1

TYPICAL

▼ CAUTION

TO AVOID POSSIBLE ENGINE FLOODING WHEN ROLLED OVER :

7



- MAKE SURE ENGINE IS OFF
- GRAB INLET GRATE AND STEP ON BUMPER RAIL
- ROLL BOAT CLOCKWISE

F02L2EY

TYPICAL

AFTER ROLL OVER

8

ALWAYS TIP WATERCRAFT AS SHOWN BEFORE RESTARTING ENGINE



F01L6UY

TYPICAL

9

REMEMBER THESE RULES OF THE ROAD

Crossing: GIVE RIGHT OF WAY to boats ahead and to your right (see Yield Zone). Never cross in front of a boat.



Meeting head on: KEEP RIGHT



Passing: Give right of way to other boat and KEEP CLEAR.

WARNING

Read all warning labels, *Operator Guide*, & *Safety Handbook* before operation. Severe injury or death can result from ignoring warnings or through improper use of this watercraft.

- Check throttle & steering operation before starting engine.
- Directional control is lost when throttle is released or engine shut off.
- Do not splash others or jump waves or wakes with this watercraft.
- Operator and passengers should always wear approved life vests and recommended clothing.
- Gasoline is explosive. Always observe proper fueling practices and maintenance.
- Properly attach safety lanyard to your life vest.
- This watercraft is not designed for night-time operation.
- Seating is limited to one operator and two passengers (495 lbs.).
- Keep a safe distance from all other water users. Be aware of all boating regulations.

F07L01L

TYPICAL

10

Read all warning labels, *Operator Guide* & safety documents before operating. Severe injury or death can result from ignoring such information or improper use of the watercraft.

WARNING

- Check throttle & steering before starting engine.
- Directional control is lost when throttle is released or engine turned off.
- Do not splash other or jump waves or wakes.
- Properly attach safety tether to your PFD.
- Keep a safe distance from other water users. Observe boating regulations.
- This watercraft is not design for night time operation.

CLOSE ENGINE COVER BEFORE FUELING.
KEEP WATERCRAFT LEVEL WHILE FUELING.
DO NOT OVERFILL.
CHECK OIL LEVEL.
PERIODICALLY, CHECK FUEL SYSTEM.

F08L04L

TYPICAL

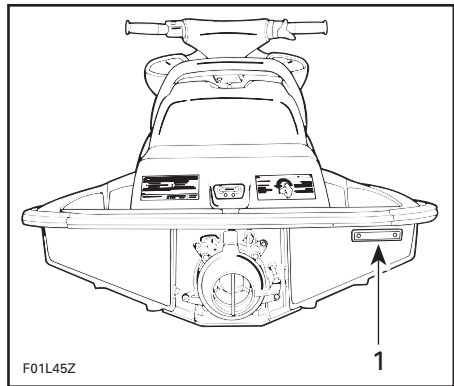
WATERCRAFT IDENTIFICATION

The main components of the watercraft (engine and hull) are identified by different serial numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace the watercraft in the event of theft.

Hull Identification Number

All Models (Except GS Series/GTI/GTX/XP)

The Hull Identification Number (H.I.N.) is located at right hand rear side of hull.

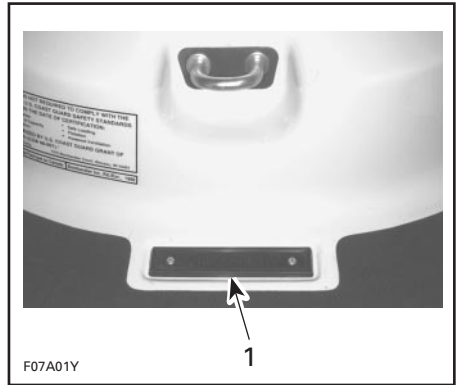


TYPICAL

1. Hull Identification Number (H.I.N.)

GS Series/GTI/GTX Models

The Hull Identification Number (H.I.N.) is located on floorboard at the rear of watercraft.

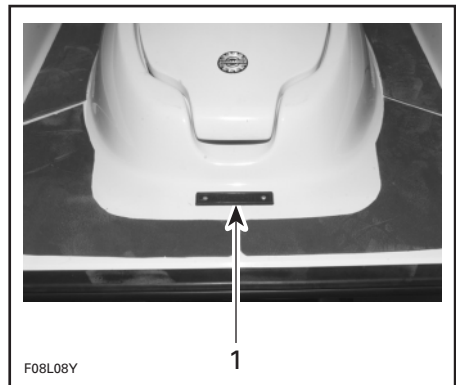


TYPICAL

1. Hull Identification Number

XP Model

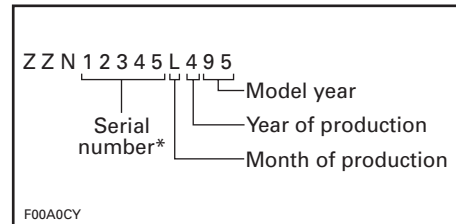
The Hull Identification Number (H.I.N.) is located on floorboard at the rear of watercraft behind the rear cover.



TYPICAL

1. Hull Identification Number

It is composed of 9 digits:

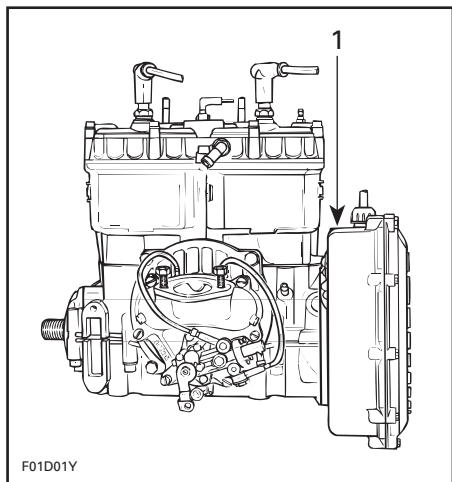


*A letter may also be used as a digit.

Engine Identification Number

All Engines Except the 787

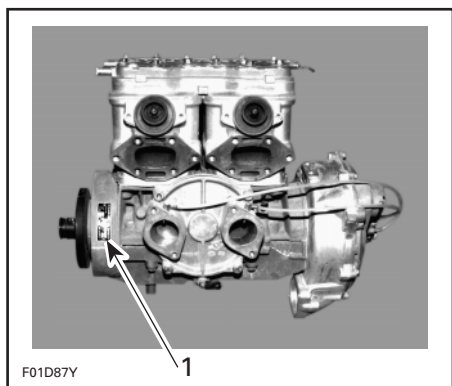
The Engine Identification Number (E.I.N.) is located on the upper side of the magneto housing.



1. Engine Identification Number (E.I.N.)

787 Engine Only

The Engine Identification Number (E.I.N.) is located on the upper crankcase on PTO side.

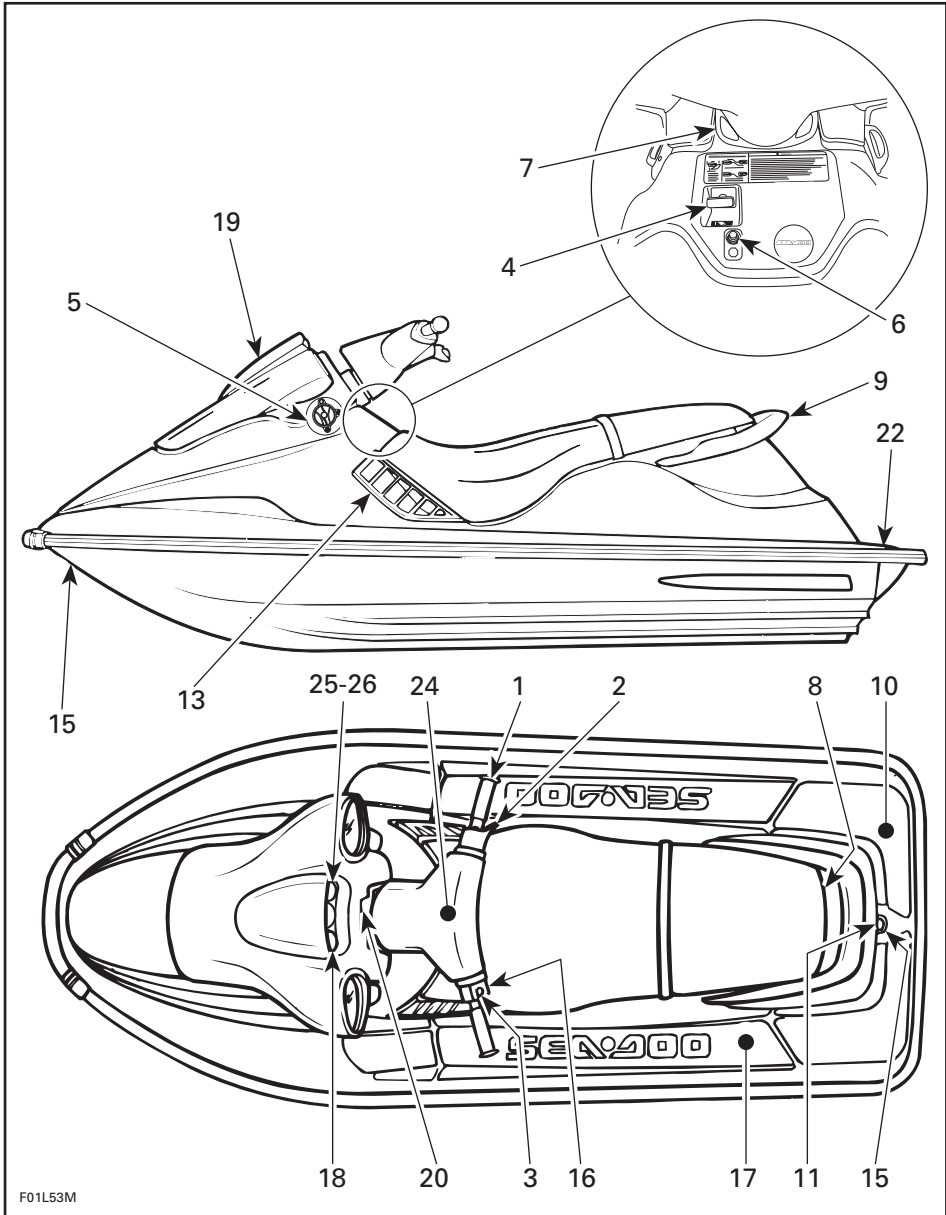


1. Engine Identification Number

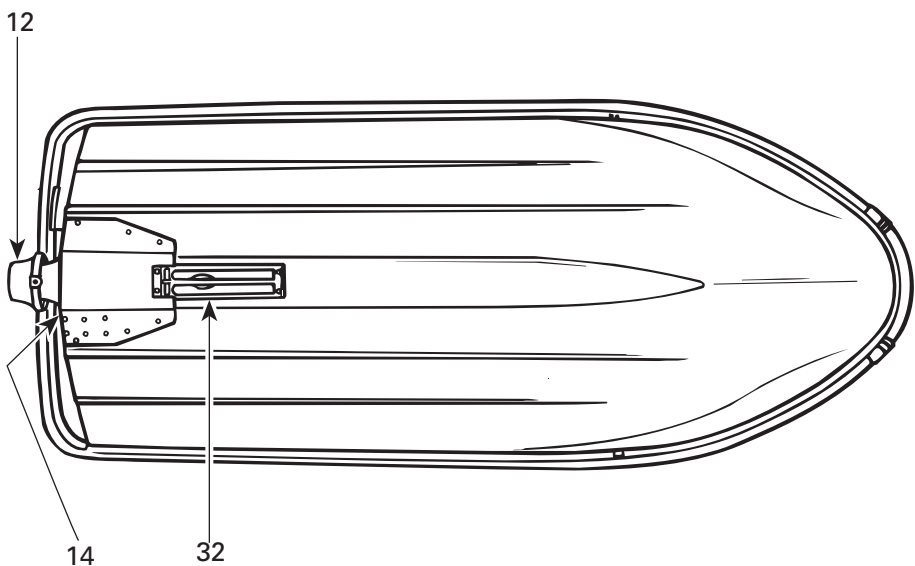
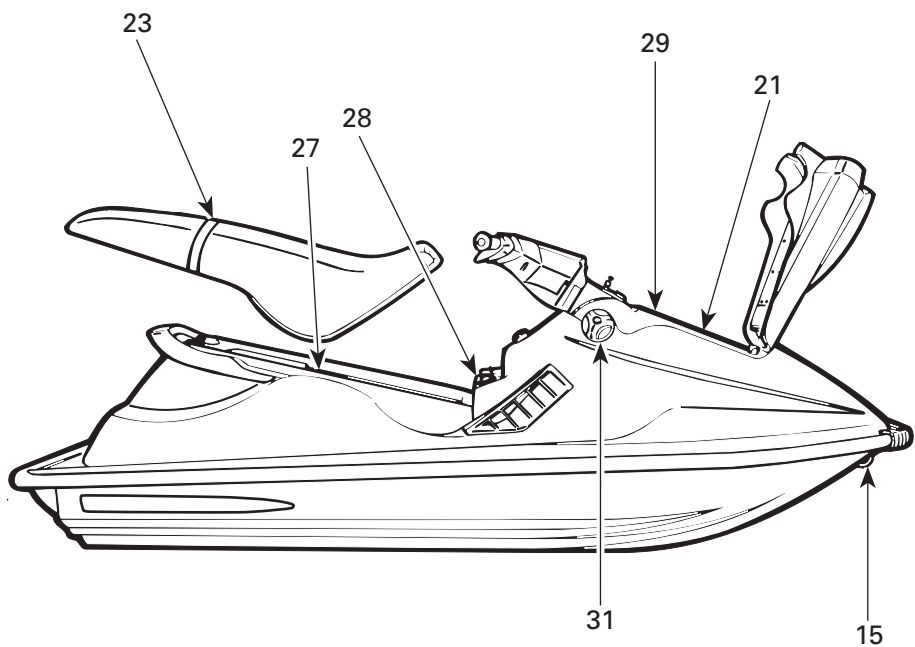
COMPONENT FUNCTIONS _____

○ NOTE: Some components do not apply or are optional on some models.

SP Series



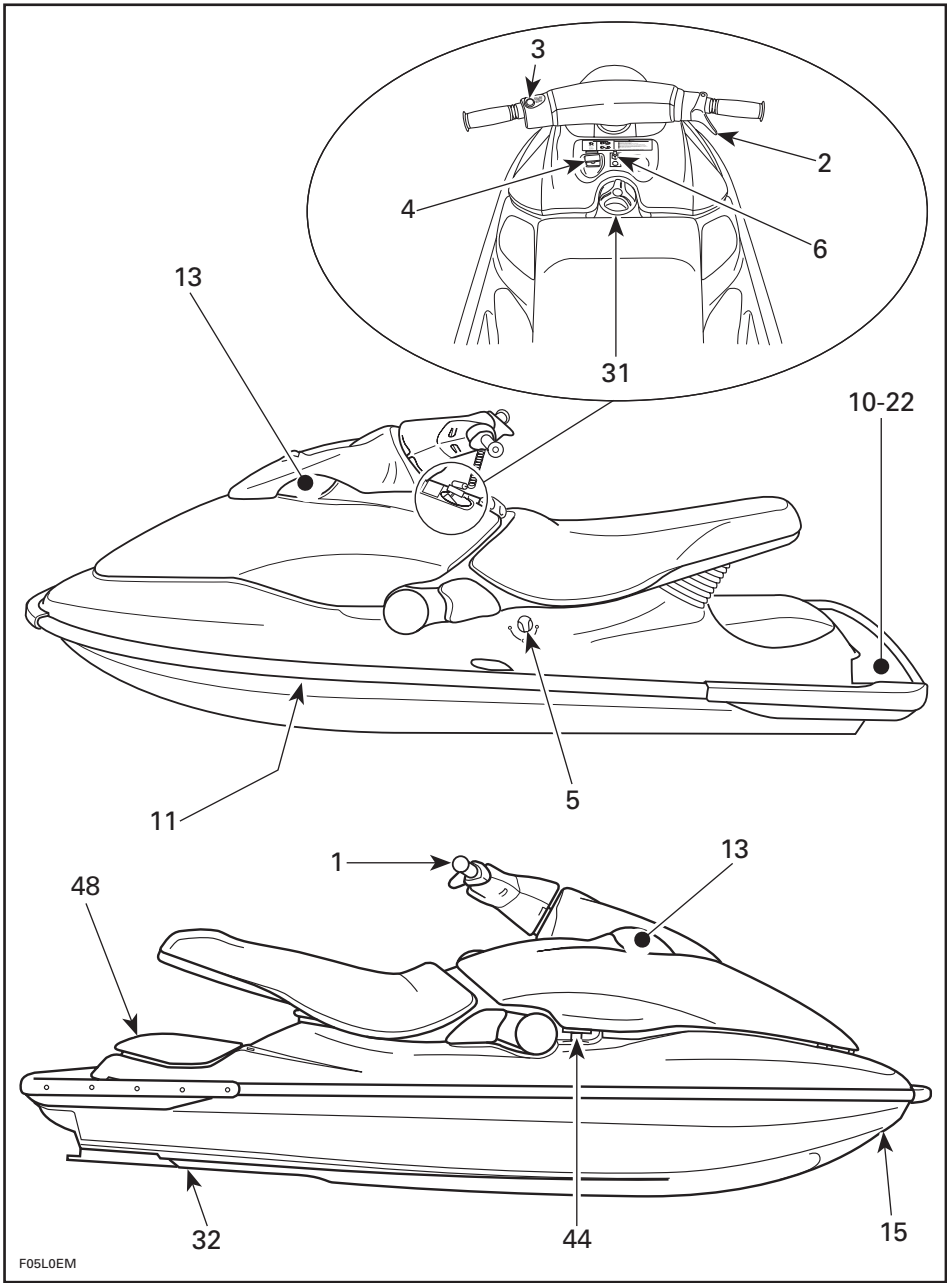
TYPICAL

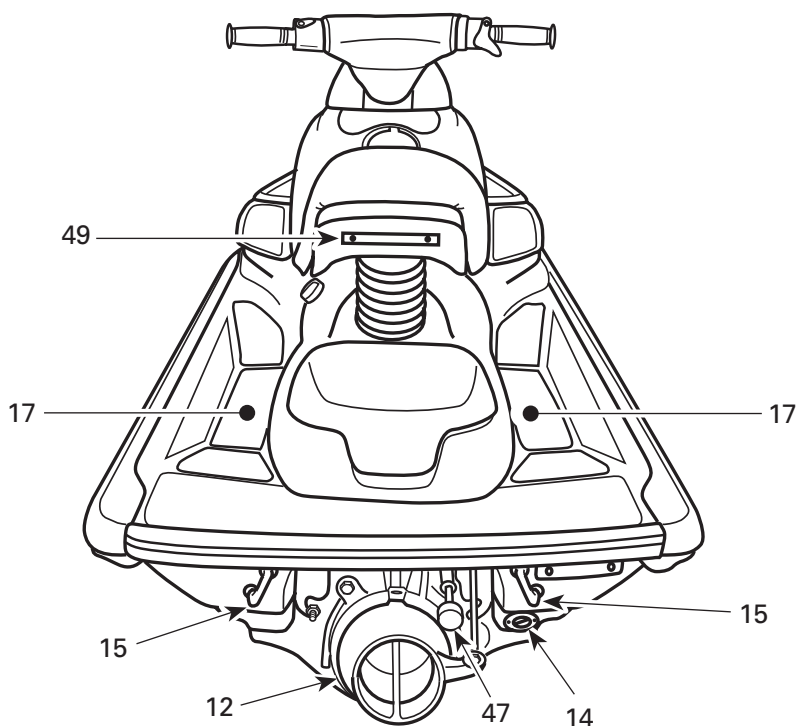
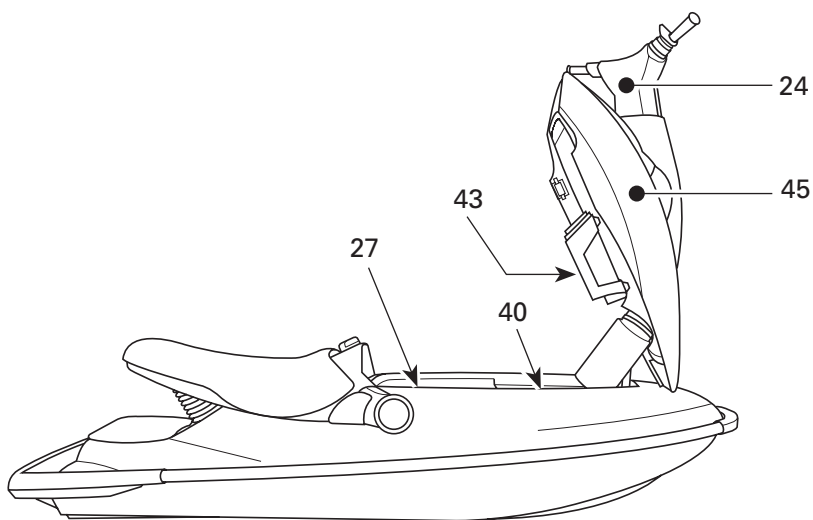


F01L7QM

TYPICAL

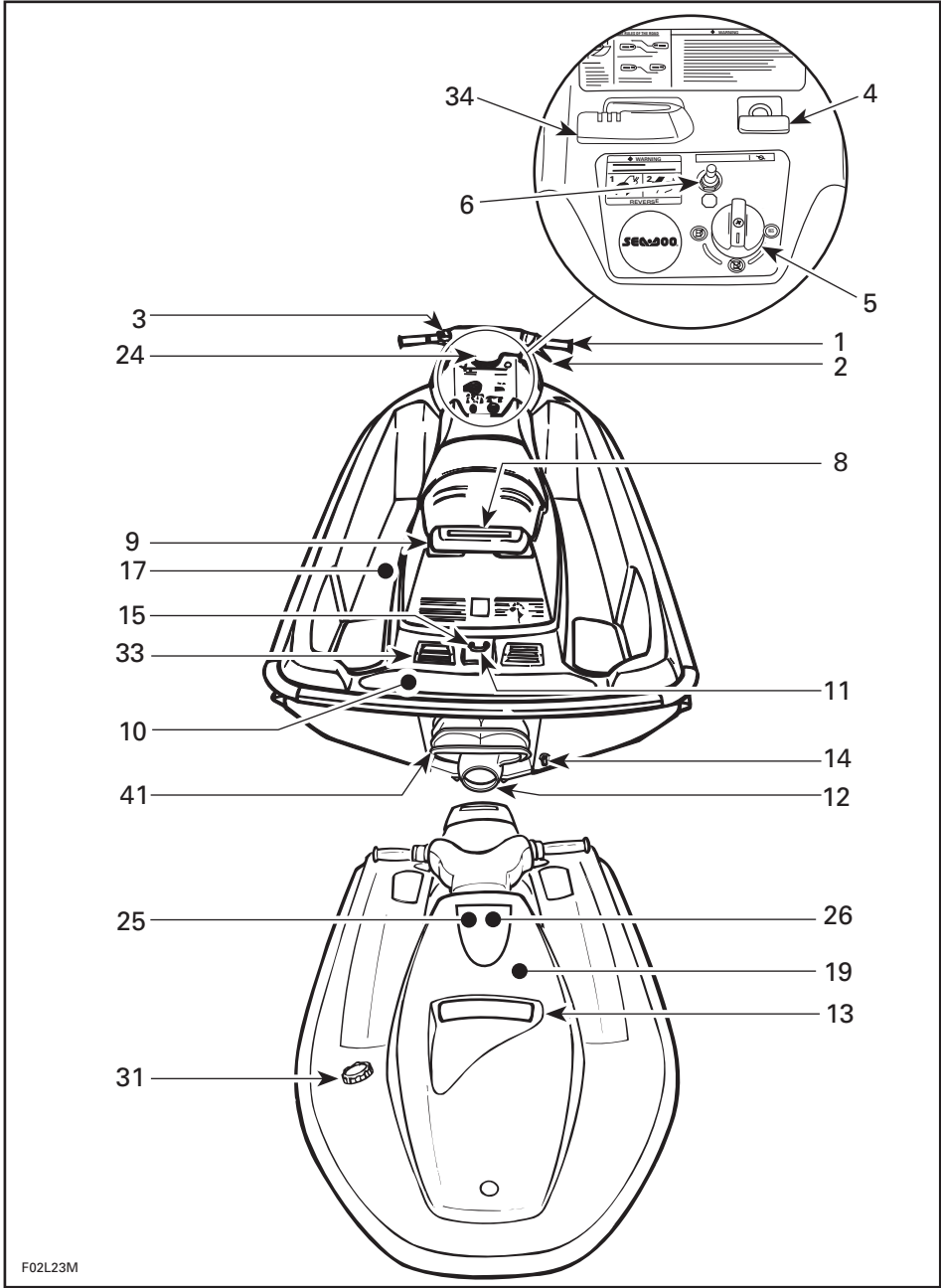
HX Model





F05L11M

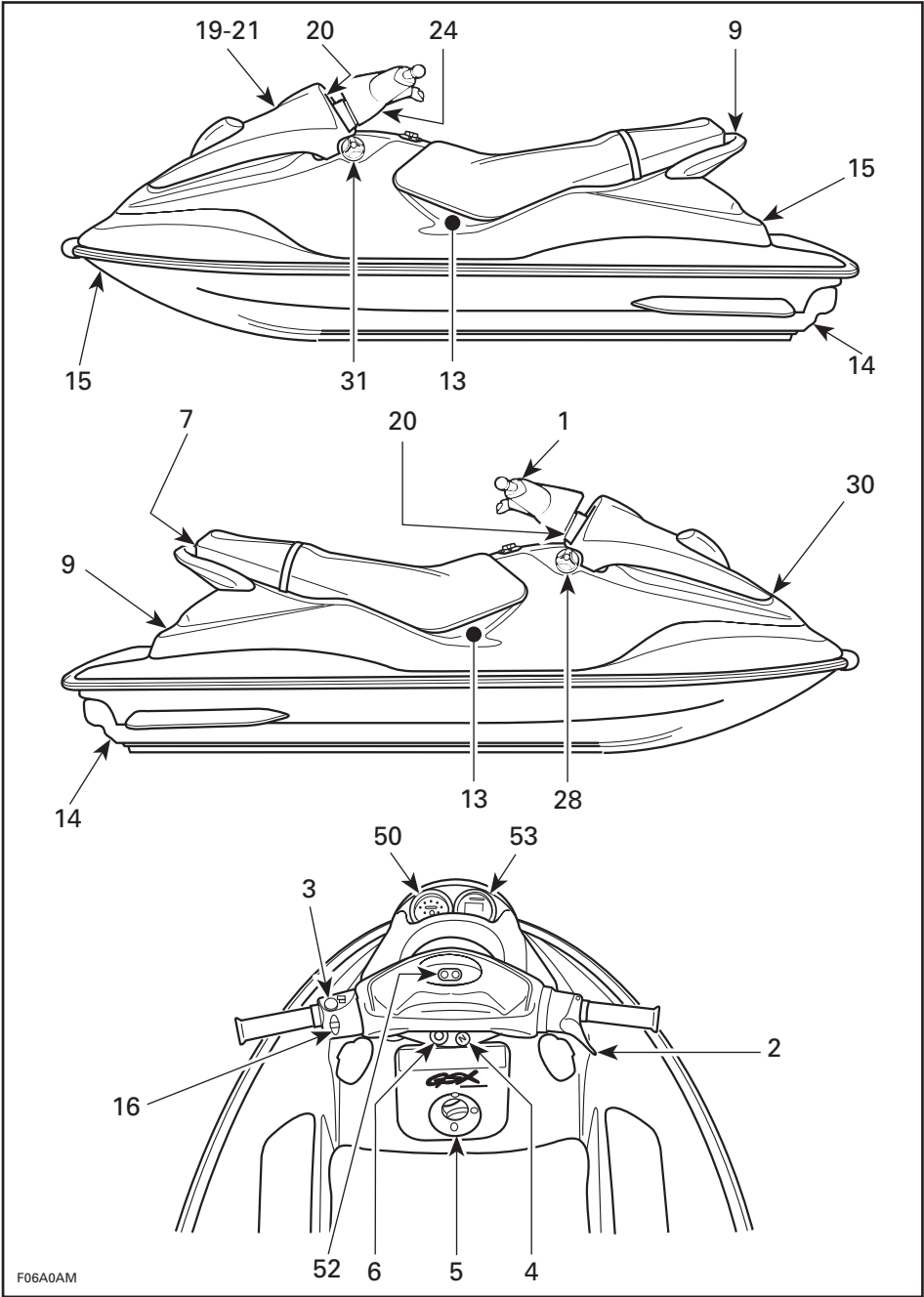
GTS Model



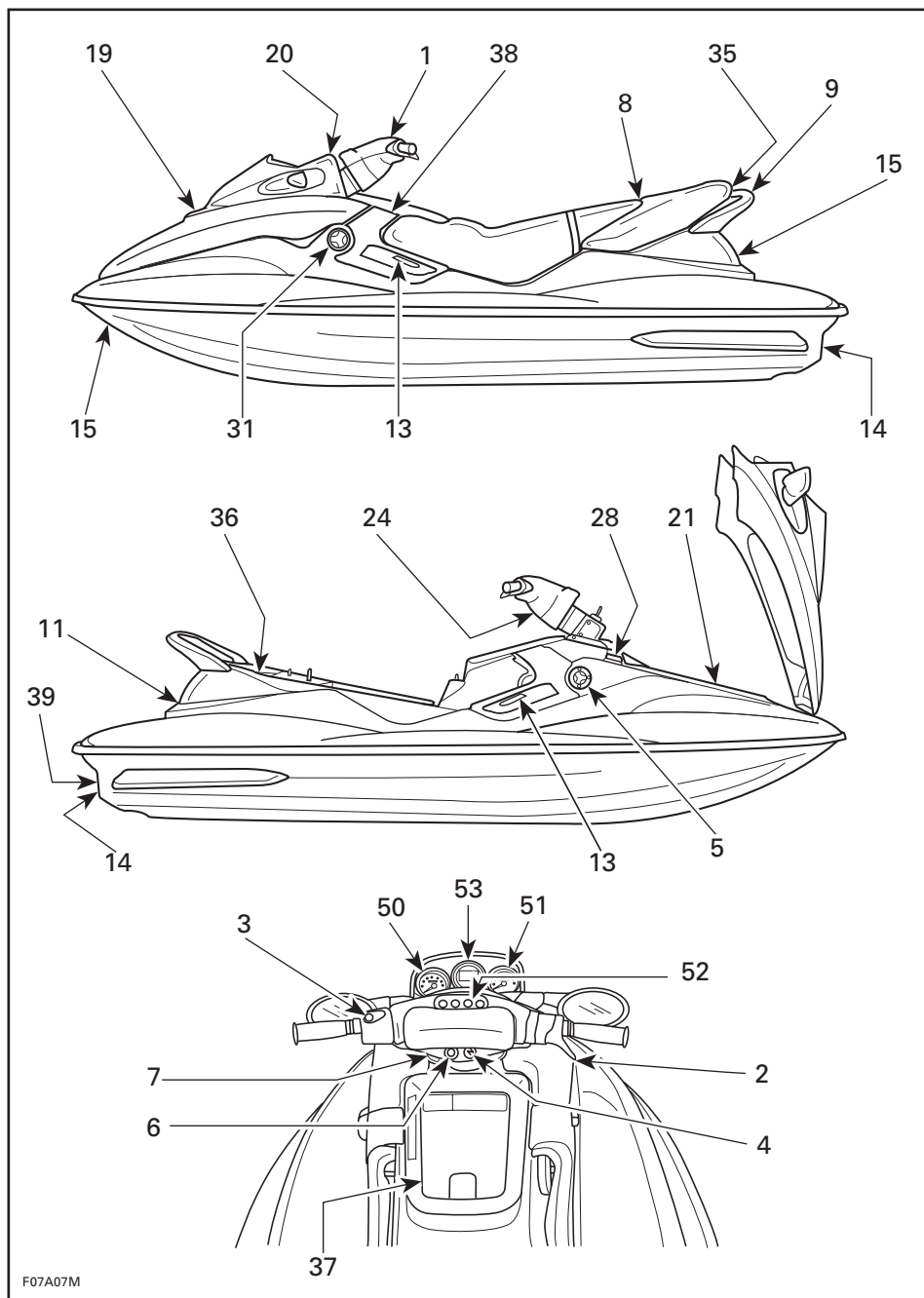
F02L23M

TYPICAL

GS Series and GTI/GTX Models



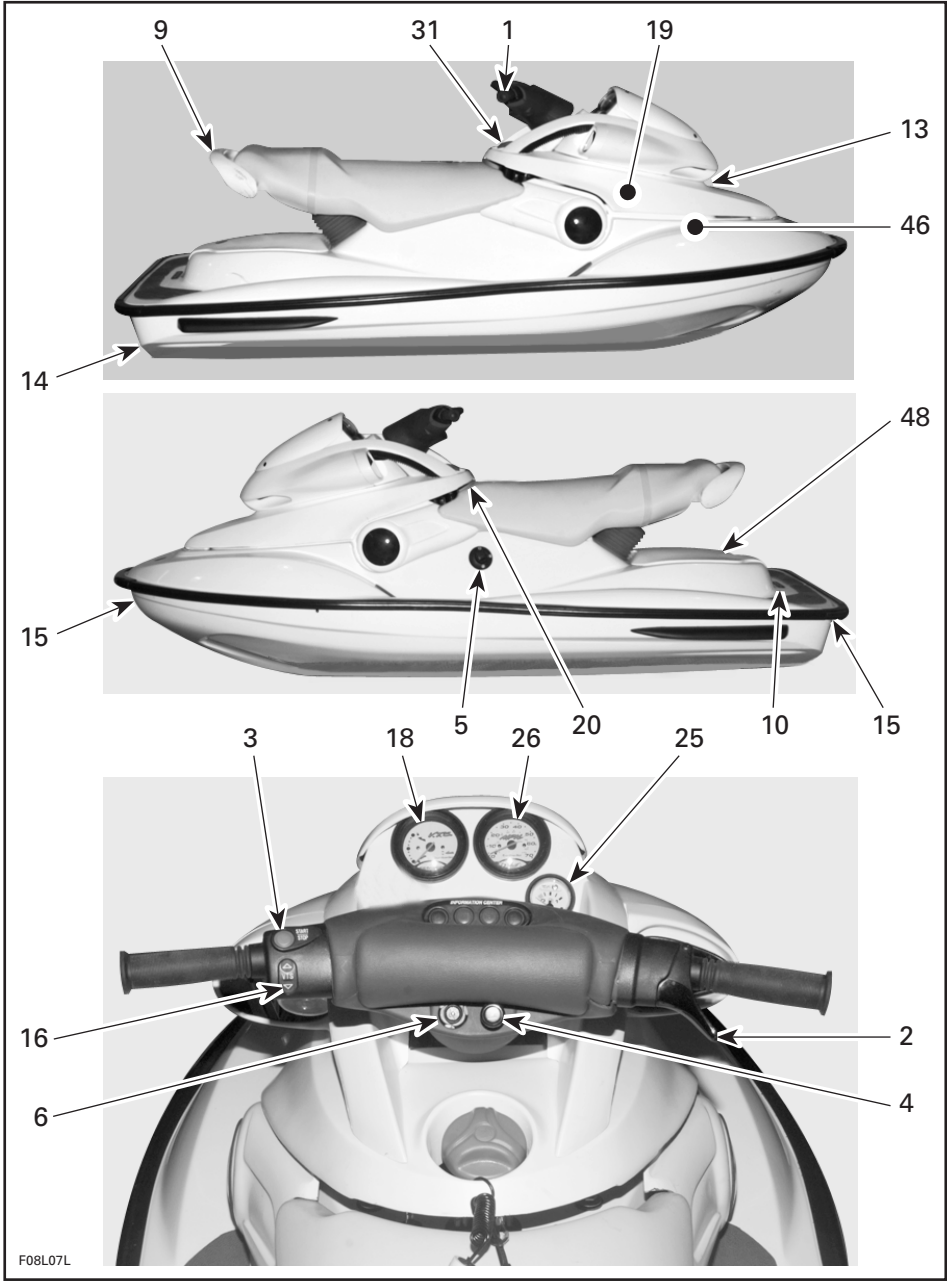
TYPICAL — GS SERIES



F07A07M

TYPICAL — GTI/GTX

XP Model



1) Handlebar

The handlebar controls the direction of the watercraft. Turning the handlebar to the right steers the watercraft to the right and inversely.

◆ WARNING

Check handlebar and corresponding steering nozzle operation before starting.

2) Throttle Lever

It controls the speed of the engine and therefore, the speed of the watercraft. When squeezed, watercraft accelerates. When fully released, engine automatically returns to idle speed and watercraft is gradually stopped by water drag.

◆ WARNING

Check throttle lever operation before starting the engine.

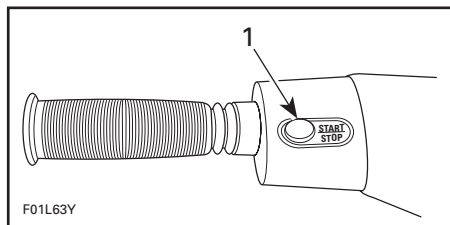
3) Engine Start/Stop Button

To start engine, depress and hold the button. Release immediately after engine is started.

To stop engine, fully release throttle lever then depress the button and disconnect safety lanyard from the switch.

◆ WARNING

When the engine is stopped, watercraft directional control is not available.



1. Engine start/stop button

With the Digitally Encoded Security System, leaving the safety lanyard for more than 10 minutes after stopping the engine will require the removal and reinstallation of the safety lanyard on the switch to allow engine starting.

4) Choke Lever

The choke is provided to supply a richer fuel/air mixture when starting a cold engine. When the lever is completely pulled, the choke is fully applied. The use of the choke is not recommended with a warm engine.

5) Fuel Valve

A 3-position rotating valve: OFF, ON and RESERVE:

OFF: Stop fuel supply to carburetor(s).

▼ CAUTION

Turn valve to OFF position when watercraft is not operated.

ON: Allows fuel to flow to carburetor(s). This is the normal position for operation of watercraft.

▼ CAUTION

A partially open fuel valve will lead to fuel starvation and possible engine damage.

RES: Use when the watercraft has run out of fuel in the ON position.

◆ WARNING

Always refill the fuel tank at the first opportunity. After refueling, turn the fuel valve to the ON position to continue operation.

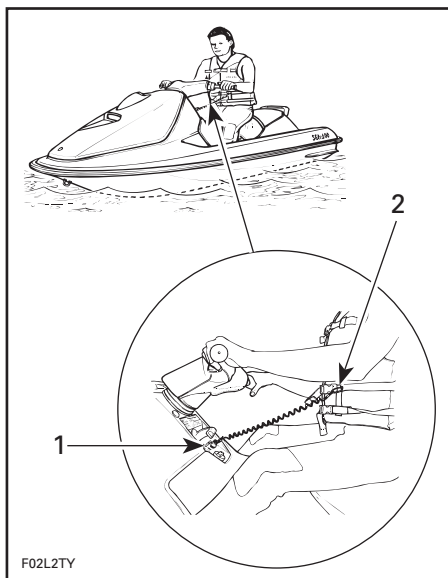
6) Safety Lanyard Switch

Pulling the safety lanyard from the switch stops the engine operation. Attach the safety lanyard to the operator's Personal Flotation Device and snap the cap to the switch to be able to start the engine.

The safety lanyard cap must be securely snapped onto its switch to be fully operational.

◆ WARNING

Should the safety lanyard cap become loose or fails to remain on its switch, replace it immediately.



TYPICAL

1. Safety lanyard cap on the switch
2. Safety lanyard secured on operator's PFD

◆ WARNING

Should the engine be stopped, watercraft directional control is not available. Always disconnect safety lanyard when leaving watercraft.

Digitally Encoded Security System (If Equipped)

This system allows an anti-start protection against unauthorized use of the craft. Dealer programmed, the safety lanyard provided with your watercraft is the only one that allows engine starting.

○ **NOTE:** Two short beeps must be heard when installing the safety lanyard cap on the switch. Otherwise, refer to the TROUBLESHOOTING section.

The watercraft micro-processor can be programmed to allow the use up to 8 safety lanyards. For your convenience, we recommend the purchase of additional safety lanyards from your authorized dealer. It will prove to be useful in case of loss as well as for additional operators.

With the D.E.S.S., leaving the safety lanyard for more than 10 minutes after stopping the engine will require the removal and reinstallation of the safety lanyard on the switch to allow engine starting.

To find out the meaning of the monitoring beeper coded signals, refer to TROUBLESHOOTING section.

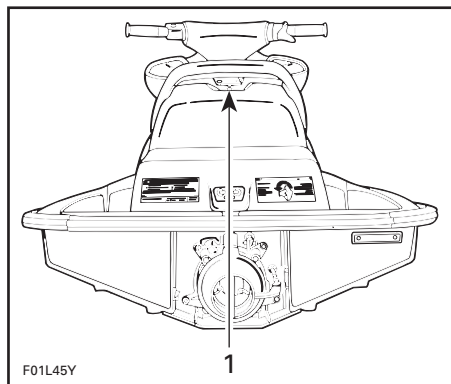
7) Docking Eyelets (SP Series)

These eyelets can be temporarily used for docking, while refueling for example.

8) Seat Latch

Removing the seat allows access to the engine compartment and to oil reservoir cap/dipstick.

The seat latch is located at the rear end and underneath the seat.



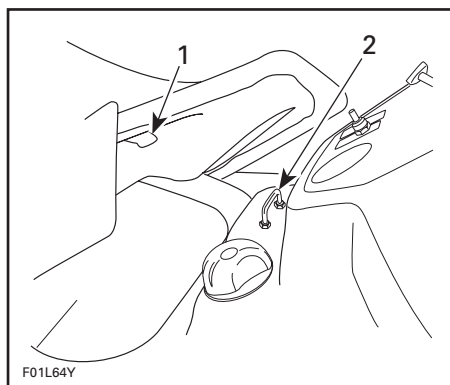
TYPICAL

1. Seat latch

To remove seat, pull the latch lever upward and hold. Lift and pull the seat rearward.

NOTE: On the GTX model, it is necessary to remove the rear seat first.

When reinstalling the seat, insert seat front tab into body hook.



1. Insert this tab in hook
2. Hook

Pull latch lever to insert it over the rear lock pin. Release latch lever then firmly push on rear of the seat to relatch.



WARNING

Periodically verify the seat lock pin and tighten if needed. Make sure seat is securely latched.

9) Rear Grab Handle

Provides a handhold for boarding when needed and a handhold for the passenger.



CAUTION

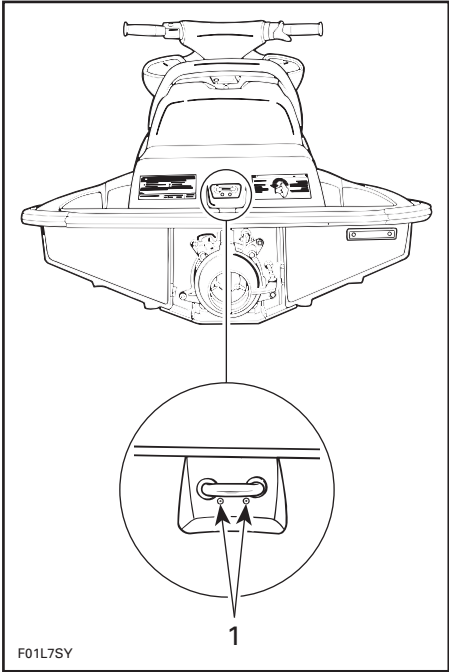
Never use the grab handle to tow anything or to lift the watercraft.

10) Boarding Pads

Provide a cushioned surface for the knees when boarding from rear of watercraft.

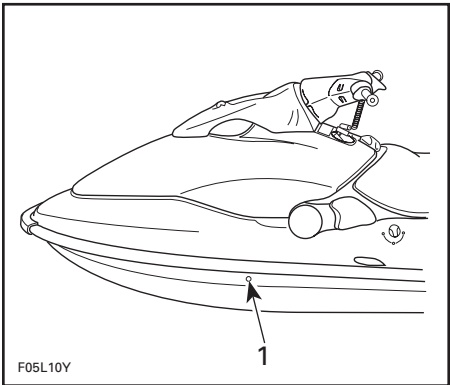
11) Cooling System Bleed Outlet(s)

SP/GTS Models



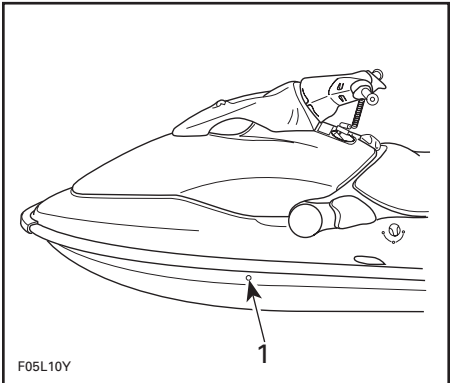
1. Bleed outlet(s)

HX Model



1. Bleed outlet

GS Series/GTI/GTX Model



1. Bleed outlet

When engine is running, water must flow from the outlet(s). This allows air in engine cooling system to escape. It also indicates that water is circulating in the cooling system.

▼ CAUTION

Should water not flow from outlet(s) a few seconds after engine starts, immediately stop engine and refer to POST-OPERATION CARE and look for cooling system flushing or refer to an authorized dealer for servicing.

12) Jet Pump Nozzle

It is turned from side to side via rider input at the handlebar. This provides watercraft directional control when engine is running.

▼ CAUTION

Never use nozzle as a supporting point to board the watercraft or to lift it, damage to system components may occur.

13) Air Intake Opening

This is where air enters to supply the engine and ventilate the engine compartment. If the air intake opening is kept under water for a long period water will get inside bilge.

▼ CAUTION

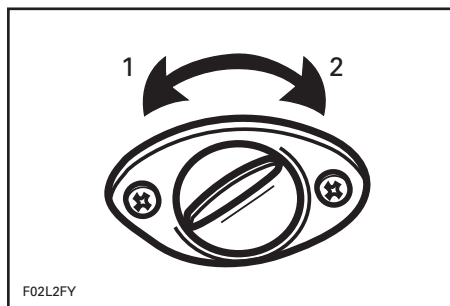
If the air intake opening is kept under water for a long period, such as turning constantly in tight circles, water will get inside bilge, which may cause severe damage to internal parts of the engine.

14) Bilge Drain Plug(s)

Should water be found in the bilge, it can be easily drained by unscrewing the drain plug.

▼ CAUTION

Remove watercraft from water prior to unscrewing the drain plug.



1. *Unscrew*
2. *Tighten*

Tilt the watercraft slightly to the rear so that the water can completely flow out of the bilge.

◆ WARNING

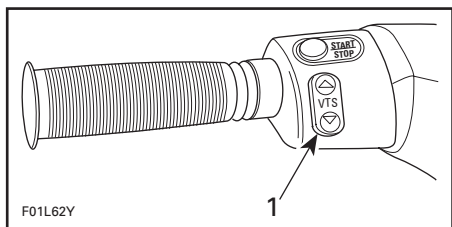
Always make sure bilge drain plug is properly tightened.

15) Bow and Stern Eyelets

Eyelets can be used for mooring, towing and as a tie-down point during transportation.

16) Variable Trim System Button

Located just below engine start/stop button, this button is used to change pump nozzle position and to adjust ride to suit boat load and water conditions.

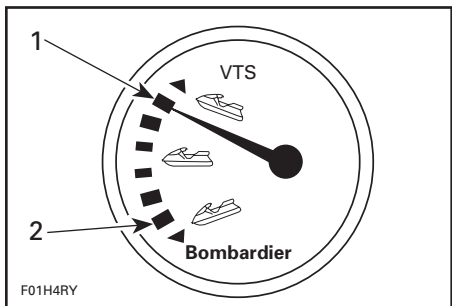


1. VTS button

17) Floorboard

User's feet should rest on the floorboard when riding.

18) Variable Trim System Gauge



TYPICAL

1. Bow up
2. Bow down

The VTS gauge shows the riding angle of the watercraft.

19) Storage Compartment Cover

It gives access to the storage compartment. Always relatch cover after closing.

20) Cover Latch

Pull the latch lever upward in order to open the storage compartment cover. Always relatch.

NOTE: Verify periodically the lock pin tightness of storage cover. Tighten if needed and make sure storage cover latches properly.

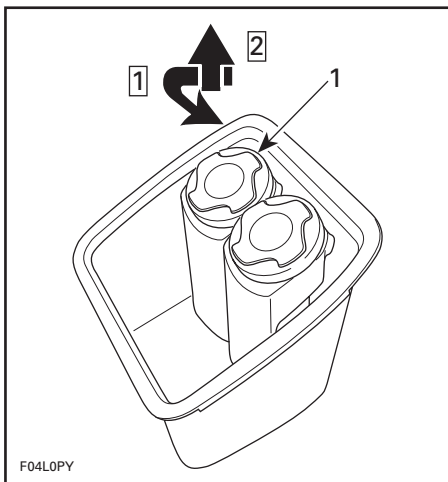
21) Storage Compartment

A convenient watertight, removable basket to carry personal articles. Ideal location for spare spark plugs, tow-rope, first aid kit, etc.

WARNING

Never leave any heavy or breakable objects in the storage basket. Never store or carry anything below basket.

The basket is provided with a holder to store an approved fire extinguisher and tool kit. A second holder contains *Operator's Guide* and can be used to carry personal articles. Fire extinguisher (sold separately) should not be loose in the storage compartment.



Step 1 : Turn cover counterclockwise

Step 2 : Lift

1. Extinguisher holder

22) Boarding Platform

Provides a large surface for easy boarding from rear of watercraft.

23) Seat Strap

The seat strap provides a handhold when needed for boarding and is used as a handhold for the passenger.

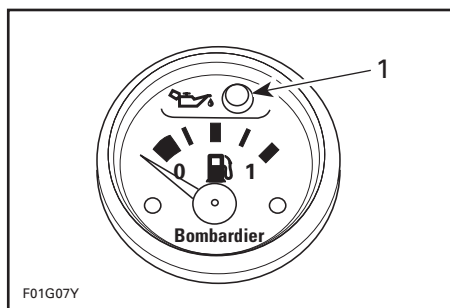
24) Monitoring Beeper

In the event the engine overheats, a beeper (continuous sound) will warn the operator. Stop engine and refer to SPECIAL PROCEDURES.

On models equipped with an anti-start protection, the beeper may send different coded signals whenever a particular situation occurs. Refer to TROUBLESHOOTING section for signal description and their signification.

25) Fuel Gauge/Low Oil Warning Light

Analog gauge indicates the amount of fuel in the fuel tank and a warning light when level is low in oil reservoir.



1. Low oil warning light

NOTE: With the safety lanyard disconnected, fuel gauge can be activated for approximately 33 seconds by depressing the engine start/stop button.

26) Speedometer

Analog speedometer indicates the speed of watercraft in miles per hour (MPH) and kilometers per hour (km/h).

The speed sensor mounted on the ride shoe sends the signal to the speedometer.

27) Engine Compartment

This is where the mechanical, electrical and fuel/oil systems are located.

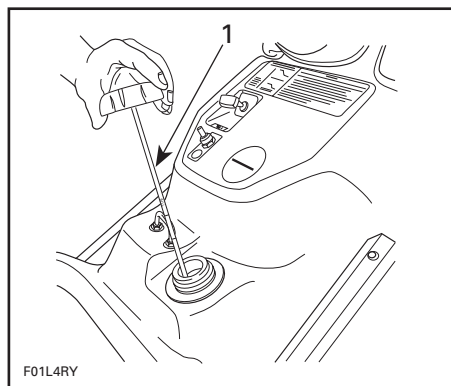
◆ WARNING

When starting or operating the engine, do not touch any electrical part. Never leave any object, rag, tool, etc., in the engine compartment or in the bilge.

28) Oil Injection Reservoir Cap/Dipstick (SP/SPX/GTS Models)

NOTE: Seat has to be removed to expose oil cap.


Unscrew the cap counterclockwise then pull to expose the dipstick.



1. Dipstick

The dipstick indicates the amount of oil to be added in the reservoir. Oil level should be maintained between FULL and ADD marks. Before checking oil level, place the watercraft level, then wipe the dipstick and insert it in the reservoir neck. Do not screw cap. Remove dipstick and read the level.

To add injection oil in the reservoir, unscrew the cap counterclockwise. Fully tighten when finished.

 **NOTE:** On the GTX model, storage cover must be opened to expose oil cap.

HX/XP Models

Hood must be opened to expose oil cap.

29) Tool Kit

Contains tools needed to perform basic watercraft maintenance.

30) Storage Compartment Cover Hinge/Locking Mechanism

Hinge is provided with a locking mechanism to hold storage compartment cover when fully open. To close cover, pull side pins.

31) Fuel Tank Cap

Unscrew the cap counterclockwise to allow fuel tank filling. Fully tighten when finished.



WARNING

Never use a lit match or open flame to check fuel level.

32) Jet Pump Water Intake

The water is drawn up by the impeller through this opening. The impeller and the drive shaft are protected by a grate.

33) Rear Vent Grills (GTS Models)

Allows air to get in or out depending on engine operation.



CAUTION

If grills are kept below water level for a long period (e.g.: when boarding 2 passengers) water will enter the bilge.

34) Selector Lever (GTS Model)

When pushed in, the watercraft is in forward. To obtain neutral, unlock lever by turning it counterclockwise, then pull lever until neutral mark appears on rod. To engage reverse, repeat same procedure as for neutral, but pull lever until reverse mark appears on rod. Lever locks in forward and in neutral positions only.



WARNING

Selector lever should only be used when the engine is idling and craft is completely stopped. Ensure lever is pushed in and locked. Do not use as a grab handle.

35) Rear Seat Latch (GTX)

Removing the rear seat allows access to the rear storage tray. It also gives access to the seat latch of the front seat.

36) Rear Storage Tray (GTI/GTX)

A convenient watertight, removable tray to carry personal articles.

37) Glove Box (GTI/GTX)

A small, convenient watertight storage compartment for keys, wallet, maps, etc.

38) Shift Lever (GTI/GTX)

A 3-position lever:

- Forward
- Neutral
- Reverse

◆ WARNING

Shift lever should only be used when the engine is idling and craft is completely stopped. Never rev the engine at high rpm's.

39) Deflector (GTI/GTX)

When selecting the neutral or reverse position with the shift lever, the deflector moves up or down to obtain the desired position.

40) Storage Compartment Cover Hinge/Locking Mechanism

Hinge is provided with a locking mechanism to hold cover when fully open. To close cover, pull tab upward.

41) Reverse Gate (GTS Model)

It moves from upward to downward position to get forward, neutral, reverse and inversely. These positions are obtained by sliding the selector lever.

▼ CAUTION

Never use gate as a supporting point to board the watercraft.

42) Water Tank Trap Drains (GTS Model)

If water enters the air intake opening, a water tank trap with a baffle separates water from the air then evacuates the water through the front of storage cover.

▼ CAUTION

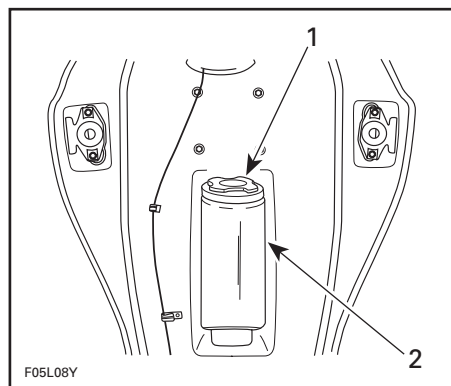
Unusual maneuvers such as circles with the nose of the watercraft under water will fill the bilge.

43) Holder (HX Model)

The holder is designed to store an approved fire extinguisher and the tool kit.

○ NOTE: Hood must be opened to access holder.

Turn cover counterclockwise to unlock, then lift it.



HX

1. Cover
2. Holder

44) Hood Latches (HX Model)

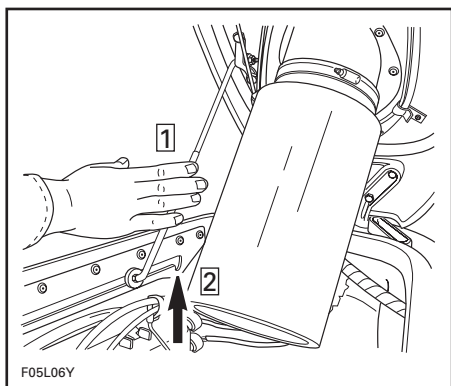
Pull both latch levers upward in order to open the hood. Always relatch hood on both sides.

○ NOTE: Verify periodically the lock pins tightness. Tighten if needed and make sure hood latches properly.

45) Hood (HX Model)

It gives access to the engine compartment.

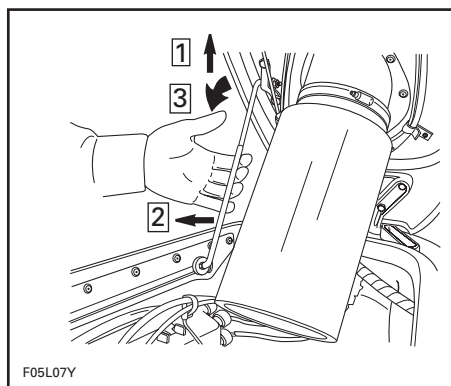
To hold hood opened, lift it and at the same time, push support rod until it is in the detent position of slot.



Step 1 : Push support rod

Step 2 : Position rod in detent position

To close hood, push it with your left hand and pull support rod out of the detent position; then, close hood.



Step 1 : Push hood

Step 2 : Pull support rod

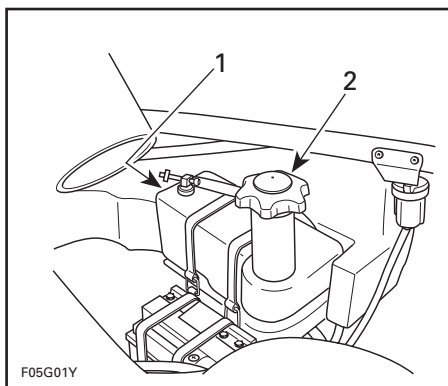
Step 3 : Close hood

Always relatch hood after closing.

46) Oil Injection Reservoir (HX/XP Models)

Verify oil level through oil reservoir. Unscrew the cap counterclockwise and add appropriate amount of oil.

NOTE: Hood must be opened to access oil injection reservoir.



1. Oil injection reservoir

2. Cap

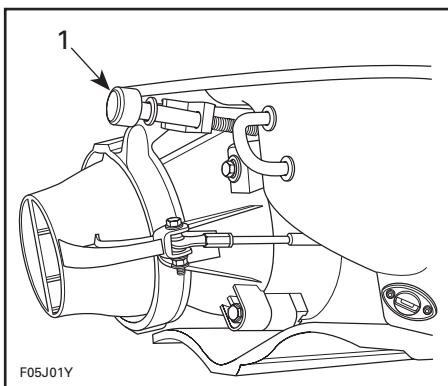


WARNING

Always wipe off any oil spillage.

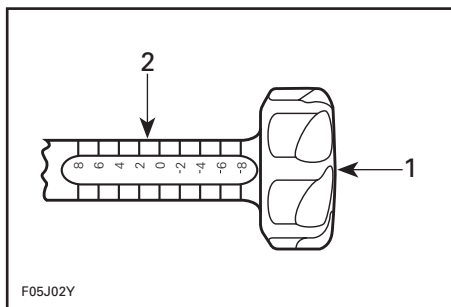
47) Trim Knob (HX Model)

This knob is used to change pump nozzle position manually and to adjust ride to suit water conditions and rider preferences.



1. Trim knob

There are some reference marks to indicate nozzle position, easing fine tuning.



1. Trim knob
2. Reference marks

48) Rear Access Cover (HX/XP Models)

It gives access to the drive system, suspension, exhaust system and bailer pick-ups. Always relatch cover.

49) Rebording Handle (HX Model)

Located beneath the seat, it allows easy rebording in deep water.

50) Tachometer

An analog tachometer indicates the revolutions per minute (RPM) of the engine. Multiply by 1000 to obtain the actual revolutions.

The tachometer also features a red warning LED which turns on when the engine overheats.

As a self test, the LED will turn on for 3 seconds each time the watercraft is started.

51) Speedometer (GTI/GTX)

An analog speedometer indicates the speed of the watercraft in miles per hour (MPH) and kilometers per hour (km/h).

The speedometer also features a red warning LED which turns on when level of injection oil is low in the reservoir.

As a self test, the LED will turn on for 3 seconds each time the watercraft is started.

52) Info Center Switch

The MODE button is used to change display functions.

The SET button is used to set or reset a function.

53) Info Center Gauge

This is a LCD multifunction gauge. It features the following functions:

GSi Model

- Engine hourmeter
- Clock
- Fuel level
- Chronometer
- VTS
- Tachometer
- Low fuel
- Low oil
- Low battery
- Hi temp
- Maintenance information

GSX Model

- Engine hourmeter
- Clock
- Fuel level
- Chronometer
- VTS
- Tachometer
- Low fuel
- Low oil
- Low battery

- Hi temp
- Maintenance information
- Trip meter
- Average speed
- Current speed
- Peak speed

GTX Model

- Engine hourmeter
- Clock/compass
- Fuel level
- Chronometer
- Average speed
- Current speed
- Peak speed
- Distance
- Lake temperature
- Exterior temperature
- Average speed
- Speedometer
- Tachometer
- Low fuel
- Low oil
- Low battery
- Hi temp
- Trip meter
- VTS
- Maintenance information



WARNING

Use the compass as a guide only, not to be used for navigation purposes.

GSi/GSX/GTX Models

The Info Center also features a red warning LED which turns on when level of fuel is low in the reservoir.

As a self test, all LCD segments and the LED will turn on for 3 seconds each time the watercraft is started.

SCROLLING FUNCTIONS

Press the MODE button until the desired function is displayed on the Info Center gauge.

RESET A FUNCTION

To reset a function such as the chronometer, peak speed, distance, etc., press and hold the SET button for 2 seconds while in the appropriate mode.

DISPLAY PRIORITIES

The clock/compass function is the basic mode of the Info Center gauge.

The chronometer, tachometer and speedometer are the only other modes that may be chosen to replace the clock/compass mode.

If another mode is chosen, the clock/compass mode will be displayed again after 4 seconds.

In the event of a warning message such as low fuel, hi-temp, etc., the message will blink and override all other display functions.

If more than one warning message occurs, the messages will blink and reappear every 4 seconds.

LANGUAGE OPTION

While in the clock/compass mode, press and hold the SET button for at least 2 seconds. Language option will be displayed.

Press the MODE button to scroll language (English, French and Spanish).

Press the SET button to confirm the desired language and return to the clock/compass mode.

ENGLISH/METRIC OPTION

Press and hold both MODE and SET buttons for at least 2 seconds. The system will be automatically changed.

CHRONOMETER

While in the chronometer mode, press the SET button to start and stop the chronometer.

Press the SET button for 2 seconds to reset the chronometer.

CLOCK ADJUSTMENT

While in the clock/compass mode, press and hold the MODE and SET buttons for 2 seconds.

Press the MODE button to adjust the hours and the SET button to adjust the minutes.

Press again on the MODE and SET buttons to return to the normal mode (or it will return to the normal mode after 10 seconds).

MAINTENANCE INFORMATION

When the watercraft is due for a maintenance inspection, the message "MAINT" will blink.

To clear the warning message, press the SET button for 2 seconds during the message blinking.

FUEL AND LUBRICATION

Fueling Procedure



WARNING

Follow these safe boating fueling instructions explicitly.

Do not allow anyone to remain on the watercraft.

Do not smoke or allow open flames in the vicinity.

Have a fire extinguisher close at hand.

Do not insert the spout too far in filler neck.

Pour fuel slowly so that air can escape from the reservoir and prevent fuel flowback.

Do not lean watercraft while fueling.

Fill fuel tank to bottom of filler neck. Do not overfill. Fully tighten fuel tank cap and wipe off any fuel spillage.



WARNING

Do not lean the watercraft to allow more fuel to fill the fuel tank. The tank design makes provision for fuel expansion of about 5%. If this area is filled, fuel will expand and may come out through fuel vent hose. Keep watercraft horizontal while fueling. Always stop the engine before refueling. Fuel is inflammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Never top off the fuel tank and leave watercraft in the sun. As temperature increases, fuel expands and might overflow. Always wipe off any fuel spillage from the watercraft.

Recommended Fuel

Use regular unleaded gasoline with 87 octane (Ron + Mon/2) specification.

NOTE: Look on service station pump sticker for octane specification. Do not mix oil with fuel except at engine break-in. Refer to BREAK-IN PERIOD. Always check injection oil reservoir level when refueling.

The use of good quality fuel is necessary. A well known fuel brand is highly recommended.



CAUTION

Never experiment with other fuels or fuel ratios. Never use fuel containing alcohol, methanol or similar products including naphtha. The use of unrecommended fuel can result in watercraft performance deterioration and damage to critical parts in the fuel system and engine components.

Recommended Oil

All Models Except SPX/GSX/GTX/XP

Use BOMBARDIER ROTAX INJECTION OIL which is available from authorized dealers. It is a blend of specially selected base oils and additives which provides outstanding lubrication, engine cleanliness and minimum spark plug fouling.

NOTE: High quality low ash API TC injection oil for 2-cycle engines can be used if BOMBARDIER ROTAX INJECTION OIL is not available

▼ CAUTION

Never use 4-cycle petroleum or synthetic motor oil and never mix these with outboard motor oil. Do not use NMMA TC-W, TC-W2 or TC-W3 outboard motor oils or other ashless type 2-cycle oil. Avoid mixing different brands of API TC oil as resulting chemical reaction may cause severe engine damage.

SPX/GSX/GTX/XP Models Only

Use only BOMBARDIER ROTAX FORMULA XP-S synthetic injection oil (or the equivalent synthetic oil).

This fully synthetic oil will provide outstanding cleanliness, less friction and wear for greater engine performance and durability.

▼ CAUTION

The 787 engine requires the use of Bombardier Rotax Formula XP-S SYNTHETIC injection oil (or the equivalent synthetic oil). The use of any other non-synthetic oil may cause severe damage to internal parts of the engine.

Oil Injection System

This watercraft features an oil injection system which does not require manual fuel/oil mixing.

A sufficient amount of injection oil should be maintained in the reservoir.

○ **NOTE:** Always carry 500 mL of BOMBARDIER ROTAX INJECTION OIL.

All Models Except HX/XP

To check oil level, remove seat to expose oil cap; unscrew cap, wipe dipstick then insert in the reservoir neck. Do not screw cap. Remove dipstick and read the level.

Use a flexible funnel to add the required quantity of injection oil. Wipe off any oil spillage.

HX/XP Models Only

To check oil level, open hood and verify level through oil reservoir. Unscrew cap to add oil as necessary.

Use a flexible funnel to add the required quantity of injection oil. Wipe off any oil spillage.

All Models

▼ CAUTION

Always maintain a sufficient amount of injection oil in the oil reservoir. Check and refill every time you refuel. Do not overfill. If the engine runs out of oil, severe engine damage will occur. If the oil reservoir is found almost empty, air can enter in the system and it must be bled. Immediately refer to an authorized dealer to have the oil injection system inspected.

BREAK-IN PERIOD _____

Engine

With Bombardier-Rotax® watercraft engines, a break-in period is required before operating the engine at full throttle. Engine manufacturer recommendation is about 10 operating hours.

During this period, maximum throttle should not exceed 3/4, however, brief acceleration and speed variations contribute to a good break-in. Continued wide open throttle accelerations, prolonged cruising speeds and overloading the engine are detrimental during the break-in period.

To assure additional protection during the initial engine break-in, BOMBARDIER ROTAX INJECTION OIL should be added in the fuel tank **for the first full fuel tank filling only.**

MODELS	QUANTITY
SP Series	700 mL (24 oz)
HX	500 mL (19 oz)
GTS	900 mL (30 oz)
GTI Model	900 mL (30 oz)

SPX/GSX/GTX/XP Models

To assure additional protection during the initial engine break-in, BOMBARDIER ROTAX FORMULA XP-S synthetic injection oil should be added to the **first full fuel tank filling only.**


MODELS	QUANTITY
XP MODEL	700 mL (24 oz)
GS Series/ GTX Models	900 mL (30 oz)

All Models

To add injection oil in the fuel tank, proceed as follows:

Fill fuel tank with approximately 15 liters (4 gal) of gasoline; then, add the required quantity of injection oil in the fuel tank.

Fill up fuel tank with gasoline. Do not overfill.

 **NOTE:** It is important to proceed in this order to allow a proper mixing of the oil in the gasoline.

 **CAUTION**

Remove and clean spark plugs after engine break-in.

10-Hour Inspection

It is highly recommended that after the first 10 hours of operation, the watercraft be checked by an authorized dealer. This inspection will also provide the opportunity to discuss the unanswered questions you may have encountered during the first hours of operation.

The 10-hour inspection is at the expense of the watercraft owner.

10-HOUR INSPECTION CHECK LIST	✓
Engine ignition timing if required	
Spark plug inspection, cleaning and adjustment	
Fuel system lines and fasteners/pressurization test	
Carburetor adjustment including throttle/choke cables if required	
Oil lines and filter	
Oil injection pump adjustment if required	
Engine support and engine rubber mounts	
Muffler, battery and reservoir fastening devices	
Exhaust system hose clamps	
Carburetor flange nuts (or screws) and flame arrester bracket	
Steering system inspection	
Steering cable adjustment if required	
Reverse cable adjustment if required (GTS/GTI/GTX)	
VTS adjustment if required (SPX/GSI/GSX/XP)	
Cooling system hose condition and fasteners	
Bailer pick-ups, check for obstructions	
Safety lanyard switch	
Monitoring beeper	
Electrical connections (starter, battery, etc.)	
Impeller shaft reservoir oil replacement	
PTO flywheel lubrication	
Inspection of fasteners for tightness	
Inspect/clean engine drain tube	
Hull inspection	

We recommend that this inspection chart be signed by an authorized dealer.

Date of 10-hour inspection

Authorized dealer signature

Dealer code

PRE-OPERATION CHECKS

Some of the following items may not have been previously covered in this guide, however they will be described in the MAINTENANCE or SPECIAL PROCEDURES section. Please refer to these portions to have more detailed information.

Prior to your daily ride, verify the following:

◆

WARNING

Safety lanyard must always be removed from switch prior to verifying any of the following.

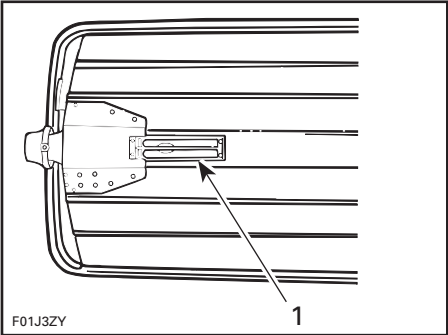
ITEM	OPERATION	✓
Hull	Inspect.	
Jet pump water intake	Inspect/clean.	
Bilge	Drain. Ensure plug is secured.	
Battery	Inspect tightness of cables and retaining straps.	
Fuel and oil reservoirs	Refill.	
Engine compartment	Verify for any fuel leak/odor.	
Fire extinguisher	Inspect condition/mounting.	
Steering and throttle systems	Check operation.	
Reverse system (GTS/GTI/GTX)	Check operation.	
VTS (SPX/GSI/GSX/XP)	Check operation.	
Safety lanyard, engine start/stop button	Check operation.	

Hull

Inspect hull for cracks or damage.

Jet Pump Water Intake

Remove weeds, shells, debris or anything else that could restrict the flow of water and damage cooling system or propulsion unit. Clean as necessary. If any obstruction can not be removed, refer to an authorized dealer for servicing.




TYPICAL
1. Inspect this area

Inspect leading edges of the impeller, if they have nicks or bends performance will be greatly reduced.

Bilge


Should water be present in the bilge, tilt the watercraft to the rear and unscrew drain plug to completely empty the bilge.

**WARNING**

Make sure to take the watercraft out of water prior to unscrewing the drain plug.

Secure bilge drain plug.

Battery

**WARNING**

Verify tightness of battery cables and retaining straps.


Fuel and Oil Reservoirs

With the watercraft horizontal, fill the fuel tank to specified level with fuel.

Check the oil level and refill reservoir as necessary.

Check fuel/oil reservoir retaining straps.

Engine Compartment

**WARNING**

Should any leak or gasoline odor be present, do not start the engine or operate the watercraft. Refer to an authorized dealer immediately.

Fire Extinguisher

Make sure it is full, in good condition and well secured.


Steering and Throttle Systems

Assisted by another person, check steering operation for free movement. When the handlebar is horizontal, the jet pump nozzle should be in the straight ahead position. Ensure the jet pump nozzle pivots easily while handlebar is turned.

Check throttle lever and cable several times for free and smooth operation. It must return to its initial position immediately after it is released.

Reverse System (GTS/GTI/GTX Models)


Check reverse gate operation for free movement. With the selector lever pushed in and locked, the gate should be in upward position. Ensure the reverse gate moves easily while selector lever is pulled out.

**WARNING**

Verify the reverse gate locking operation before starting the engine.

Variable Trim System (SPX/GSI/GSX/XP Models)

Push on arrows on VTS button to check nozzle movement.

 **NOTE:** With the safety lanyard disconnected, trim can be activated for approximately 30 seconds by depressing the engine start/stop button.

Safety Lanyard and Engine Start/Stop Button

Ensure that both switches operate properly. Start engine and stop it using each switch individually.



WARNING

If engine does not shut-off when pushing engine start/stop button or by disconnecting the safety lanyard, stop the engine by applying the choke and turning fuel valve to OFF position. Do not operate the watercraft further, see an authorized dealer.

Clothing



WARNING

Always wear a Coast Guard approved PFD. It is also recommended that gloves, wet suit, deck shoes/booties and protective glasses be worn when operating the watercraft. In some instances, for example racing or buoy courses, an approved helmet should be worn.

OPERATING INSTRUCTIONS

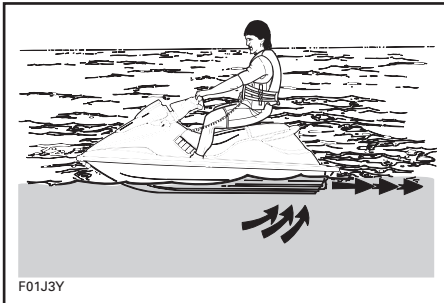
◆ WARNING

Always perform the PRE-OPERATION CHECKS before operating the watercraft. Become thoroughly familiar with all controls and the function of each. Should any control or instruction not be fully understood, refer to an authorized dealer.

Principle of Operation

Propulsion

The engine is directly coupled to a drive shaft which, in turn, rotates an impeller. This impeller is accurately adjusted in a housing where the water is drawn up from underneath the watercraft. Then the water flows through the impeller to a venturi. The venturi accelerates the water and produces thrust to move the watercraft. Depressing the throttle lever increases engine speed and therefore watercraft speed.



TYPICAL

◆ WARNING

Whenever the engine is to be started, the operator and any passenger(s) should always be sitting on the watercraft.

Reverse (GTS/GTI/GTX Models)

The selector lever is used for either driving the watercraft forward or backward. With the lever pushed in, the watercraft is in forward position, with the lever fully pulled out, reverse position is obtained. The lever middle position is neutral. These 3 functions are produced by the mean of a gate, which is installed on jet pump venturi housing. This gate directs the water flow to get the proper function.

◆ WARNING

Selector lever should only be used when the engine is idling. Ensure lever is pushed in and locked.

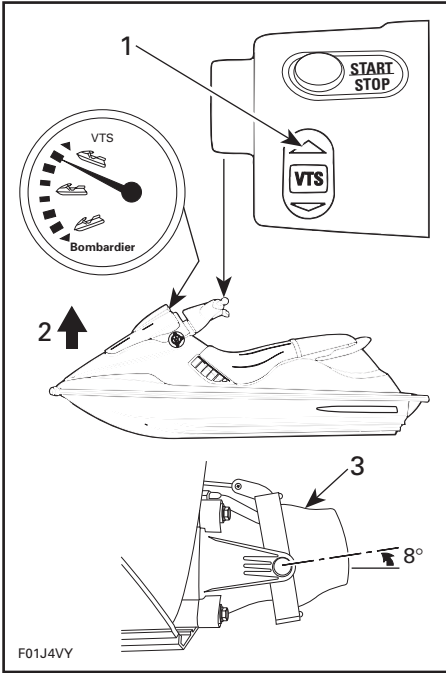
Variable Trim System (VTS) (SPX/GSI/GSX/XP Models)

The variable trim system (VTS) changes the angle of the jet pump nozzle to provide the operator with a fast, effective system to compensate for load, thrust, riding position and water conditions. Correctly adjusted, it can improve handling, reduce porpoising, and position the watercraft at its best riding angle to attain maximum performance.

When first using the craft, the operator should become familiar with the use of the variable trim system (VTS) at varying speeds and water conditions. A mid-range trim is generally used when cruising. Experience alone will dictate the best trim for the conditions. During the watercraft break-in period, when lower speeds are recommended, it is an excellent opportunity to gain familiarity of trim adjustment and its effects.

When the nozzle is positioned in an upward angle, the water thrust directs the bow of the watercraft upward. This position is used to optimize high speed.

SPX Model



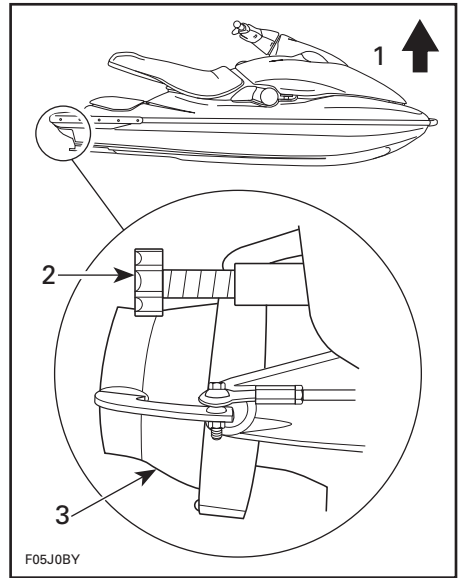
1. Push on arrow pointing upward on VTS button
2. Bow up
3. Nozzle up

GSX/GSX/XP Models

Same principle as SPX model.

However, VTS position is indicated on a bar graph, situated on the left side of multifunction gauge.

HX Model

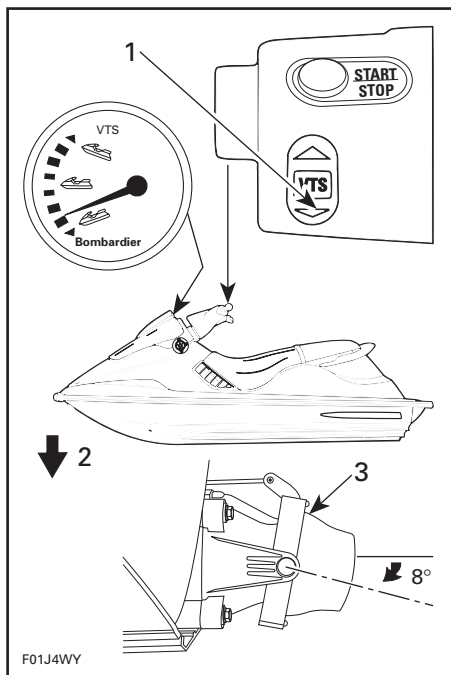


1. Bow up
2. Knob turned counterclockwise
3. Nozzle up

SPX/GSI/GSX/HX/XP Models

When the nozzle is directed downward, the bow is forced downward and enhances the craft turning capabilities. As with any watercraft, speed and operator body position and movement (body English), will determine the degree and sharpness of the craft turn. Porpoising can be reduced or eliminated if the nozzle is downward and speed adjusted proportionately.

SPX Model

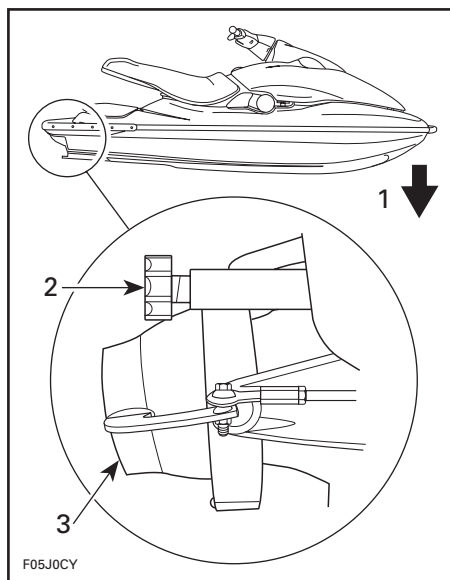


1. Push on arrow pointing downward on VTS button
2. Bow down
3. Nozzle down

GSI/GSX/XP Models

Same principle as SPX model.

HX Model



1. Bow down
2. Knob turned clockwise
3. Nozzle down

Turning



Turning the handlebar pivots the jet pump nozzle which controls the watercraft direction. Turning the handlebar to the right will turn the watercraft to the right and inversely. The throttle must be applied to turn the watercraft.



WARNING

Directional control is lost when the throttle is closed. Throttle must be applied and handlebar turned to change the direction of the watercraft. Steering efficiency will differ with carrying loads and water conditions.

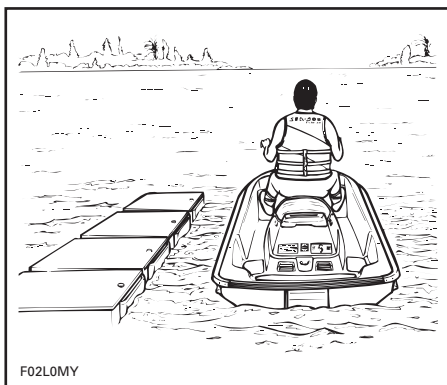
The more the throttle is applied while turning the handlebar, the sharper the turn will be.

The watercraft behaves differently with a passenger and requires greater skill. The passenger should always grip the seat strap or grab handle. Reduce speed and avoid sharp turns. Avoid choppy water conditions when carrying a passenger.

Boarding from a Dock or in Shallow Water

As with any craft, getting aboard should be done carefully.

When boarding from a dock, slowly place one foot on the watercraft floorboard nearest the dock and, at the same time, transfer the body weight to the other side in order to balance the watercraft while holding the handlebar. Then, bring the other foot over the seat and put it on the other floorboard. Push the watercraft away from the dock.

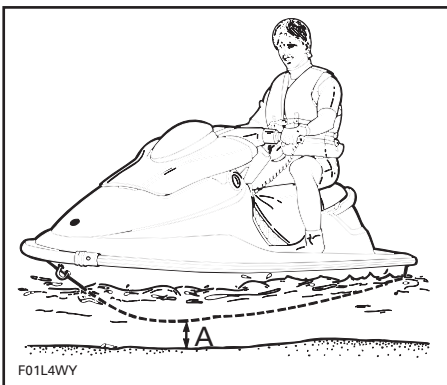


F02L0MY



CAUTION

The engine should be started with at least 90 cm (3 ft) of water below the hull.



F01L4WY

A. 90 cm (3 ft)

In shallow water, board the watercraft either from the side or the rear.

◆ WARNING

An inexperienced operator should practice how to get aboard close to the shore to simulate deep water boarding. Refer to **Boarding in Deep Water** in this section.

Starting the Engine

Before unloading the watercraft from the trailer, it can be started for about 10 seconds to verify proper operation.

◆ WARNING

Do not touch electrical parts or jet pump area when engine is running.

Attach the safety lanyard to the operator's PFD and snap the cap to the switch before starting the engine.

◆ WARNING

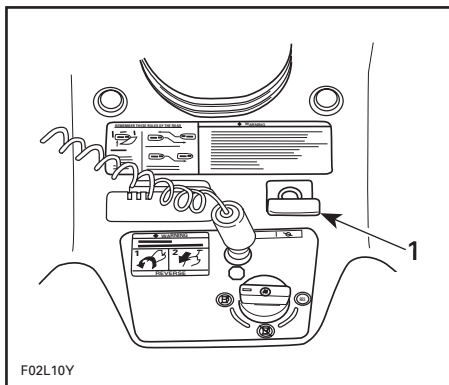
Only start the watercraft once all controls have been checked and operate properly. Operator and passenger (if applicable) should be sitting on the watercraft seat prior to starting the engine.

Cold Engine

Turn the fuel valve to ON position.

Firmly grip handlebar with your left hand and place both feet on the floorboard.

Fully pull the choke lever with your right hand and depress the start/stop button.



TYPICAL

1. Fully pulled

Immediately after engine is started, release start/stop button and release choke lever half way.

▼ CAUTION

To avoid starter motor overheating, the cranking period should not exceed 5-10 seconds and a rest period should be observed between cranking cycles to let the starter cool down and its mechanism disengage.

A few seconds after, release the choke lever and if necessary, slightly apply throttle to keep engine running.

Slowly accelerate to reach deeper water. Do not apply full throttle until the engine is warm.



F05A03Y



F05A01Y

◆ WARNING

In shallow water, shells, sand, pebbles or other objects could be drawn up by the jet pump and damage impeller, components or clog the cooling system. Also, debris could be thrown rearward into bystanders.

Warm Engine

The same procedure as a cold engine applies, except the choke does not need to be applied and throttle lever has to be slightly depressed.

Obstacles

Verify that the path ahead of the watercraft is clear of other craft or obstacles. Avoid riding close to swimmers. Check local boating laws for safe operation.

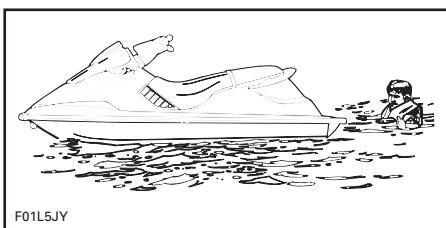
Boarding in Deep Water

◆ WARNING

Inexperienced riders should practice how to get aboard close to shore first before venturing into deep water.

Operator Alone

Swim to the rear of the watercraft.

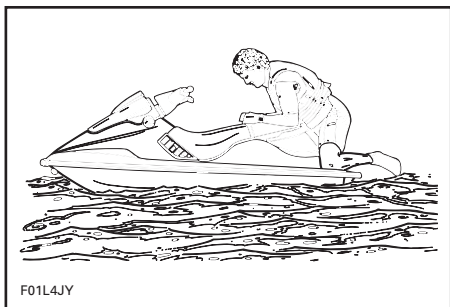


F01L5JY

Grip the grab handle (if applicable) and pull yourself upward until your knee can reach the boarding platform then grip the seat strap (except HX model).

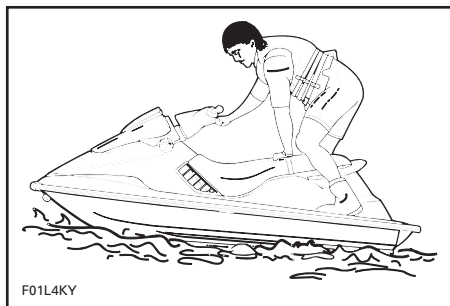
▼ CAUTION

Never use jet pump components as a supporting point to board the watercraft.



F01L4JY

Bring your feet on the floorboard while maintaining balance using the handlebar.



F01L4KY

Sit astride the seat.

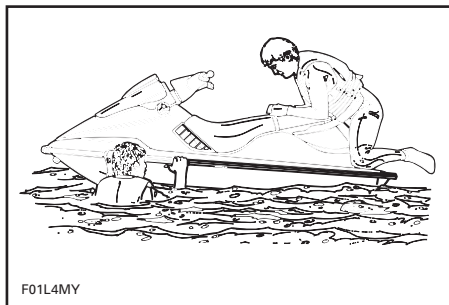
Attach the safety lanyard to the operator's PFD and snap the cap to the switch before starting the engine.

Start the engine.

Operator with a Passenger (Except HX Model)

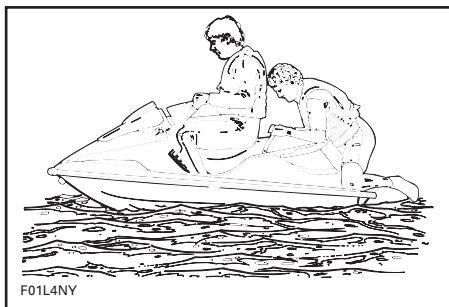
The operator climbs on the watercraft the same way as explained previously.

In choppy water, the passenger, while in the water, may hold the watercraft to help the operator in climbing aboard.

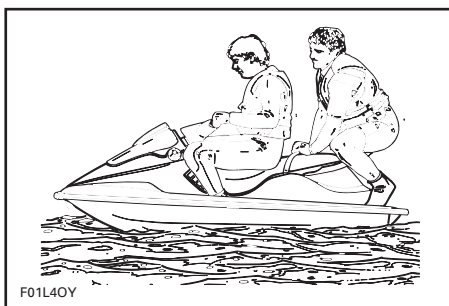


F01L4MY

The passenger then climbs on the watercraft while the operator maintains balance by sitting as close as possible to the console.



F01L4NY



F01L4OY

Attach the safety lanyard cap to the switch before starting the engine.

◆ WARNING

Do not start engine until the passenger(s) are properly seated.



CAUTION

On GTS/GTI models, if vent grills are kept below water level, water will enter the bilge.

Rough/Choppy Water Operation

Avoid operation in these conditions. If you must do so, proceed with caution using minimum speed.

Crossing Waves

Reduce speed.

Always be prepared to steer and balance as necessary.

When crossing wakes, always keep a safe distance from boat ahead.

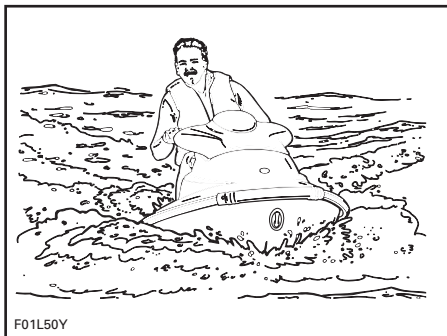


WARNING

When crossing wakes, slow down. Operator and passenger(s) can brace themselves by posting. Do not jump waves or wakes.

Stopping/Docking

The watercraft is slowed by water drag. The stopping distance will vary depending on the watercraft size, carrying weight, water condition, wind and current.



The operator should familiarize himself with the stopping distance under different conditions.

Release the throttle at a sufficient distance before the expected landing area, water resistance slows down the watercraft.

Reduce speed when approaching a dock then shut off the engine just before coming alongside.



WARNING

No directional control is available when the throttle is closed or engine is shut off. On GTS/GTI, never use the reverse system for stopping the watercraft.

Beaching



CAUTION

It is not recommended to run the watercraft to the beach.

Proceed the same way as for docking except for the following:

Approach the beach slowly and shut off the engine when there is about 90 cm (3 ft) of water under the hull.



F05A04Y



WARNING

In shallow water, shells, sand, pebbles or other objects could be drawn up by the jet pump and damage impeller, components or clog cooling system. Also, debris could be thrown rearward into bystanders.

Get off watercraft and pull it to the beach.

Shutting Off the Engine

To keep watercraft directional control, the engine should be running until the watercraft is at idle.

To shut off the engine, completely release throttle lever and press the engine start/stop button. Remove safety lanyard from watercraft.



WARNING

Should the engine be shut off, watercraft directional control is not available. Never leave the safety lanyard on an unattended watercraft.

POST-OPERATION CARE

General Care

Should any water be present in the hull, unscrew the drain plug and tilt the watercraft to the rear in order to allow water to flow out.

Wipe up any remaining liquid in the engine compartment (bilge, engine, battery, etc.) with clean dry rags (this is particularly important in salt water use).


Remove the watercraft from the water every day to prevent marine organisms growth.

Leave the seat partially opened (except HX). This will avoid engine compartment condensation and possible corrosion.

HX Model

Open rear cover partially.

All Models

 **NOTE:** When the watercraft is stored with seat partially opened and without a tarpaulin, unscrew the drain plug in order to avoid water build up in the bilge during rainfall.

Additional Care for Foul Water or Salt Water

When the watercraft is operated in foul water and particularly in salt water, additional care must be taken to protect the watercraft and its components. Rinse bilge area with fresh water.

CAUTION

Failure to perform proper care such as: watercraft rinsing, cooling system flushing and anticorrosion treatment, when watercraft is used in salt water, will result in damage to the watercraft and its components. Never leave the watercraft stored in direct sunlight. UV rays will eventually dull finishes.

Cooling System Flushing and Engine Internal Lubrication

Flushing the cooling system **with fresh water** is essential to neutralize corroding effects of salt or other chemical products present in water. It will help to clean up sand, salt, shells or other particles in water jackets (engine, exhaust manifold, tuned pipe) and/or hoses.

Engine lubrication and flushing should be performed when the watercraft is not expected to be used further the same day or when the watercraft is stored for any extended time.

Proceed as follows:

WARNING

Perform this operation in a well ventilated area.


Clean jet pump by spraying water in its inlet and outlet and then BOMBARDIER LUBE lubricant.

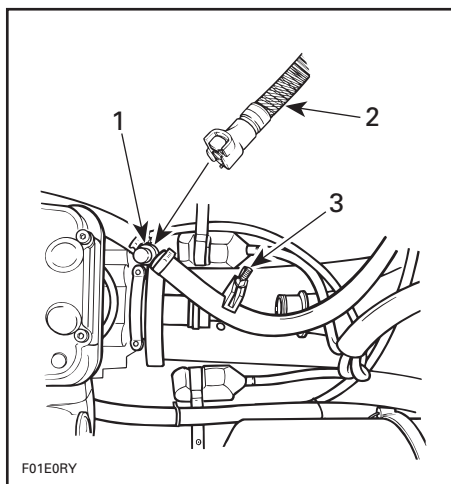
Remove seat to allow access to cooling system (for the HX model, open hood).

SP/SPX/GTS Models

Remove dust cap from fitting spigot and attach coupler hose (P/N 295 500 099). Make sure coupler hose is properly locked to fitting spigot.

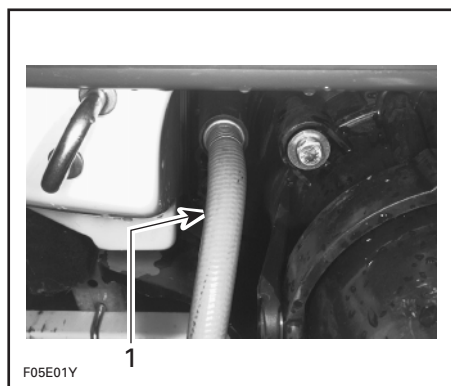
Install a hose pincher on water outlet hose.

 **NOTE:** This prevents water from directly exiting cooling system.



SP/GTS

1. Fitting spigot
2. Coupler hose
3. Hose pincher



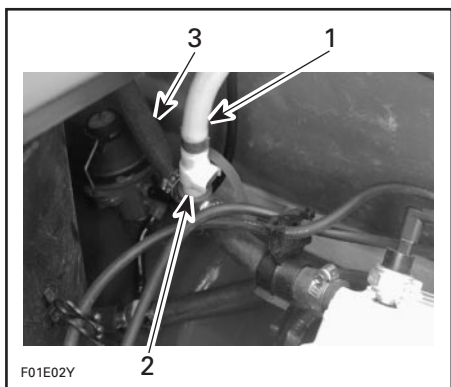
1. Garden hose

NOTE: A quick connect hose adapter can be fixed to ease garden hose installation to watercraft adapter.

GS/GSI/GSX/GTI/GTX/XP Models

To flush engine, connect a garden hose to connector located at the rear of watercraft near the jet pump.

NOTE: A quick connect adapter can be used (P/N 295 500 473). No hose pincher is required to flush engine.



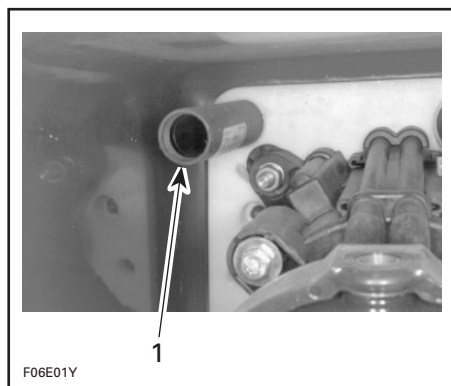
SPX

1. Coupler hose
2. Fitting spigot
3. Install a hose pincher here

Attach other end of coupler hose to a garden hose. **Do not open water tap yet.**

HX Model Only

Connect a garden hose directly to the adapter located at the rear of the watercraft.



TYPICAL

1. Hose adapter

All Models

Start the engine **then** immediately open the water tap.

◆ WARNING

Do not touch any electrical parts or jet pump area when engine is running.

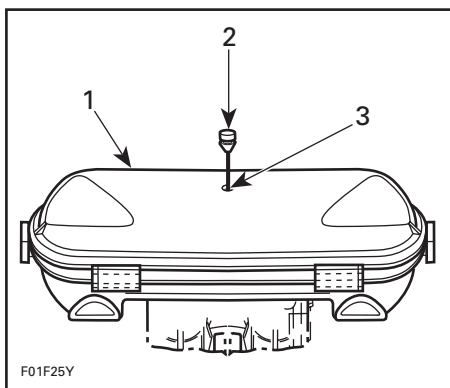
▼ CAUTION

Never flush a hot engine. Always start the engine before opening the water tap. Open water tap immediately after engine is started to prevent overheating.

Run the engine about 3 minutes at a fast idle around 3500 RPM.

Pull plug from air intake silencer cover.

Spray BOMBARDIER LUBE lubricant through air intake silencer cover keeping engine at fast idle.



1. Air intake silencer cover
2. Pull plug
3. Spray BOMBARDIER LUBE here

○ **NOTE:** Lubrication of engine should be done for at least 1 minute. After approximately half a minute, close fuel valve to run engine out of fuel while lubricating.

▼ CAUTION

When engine begins to run irregularly because of fuel starvation, immediately stop water flow before engine dies.

Close the water tap then stop the engine.

▼ CAUTION

Always close the water tap before stopping the engine.

Disconnect the garden hose.

SP/SPX/GTS

Unlock and remove coupler hose. Reinstall dust cap over fitting spigot.

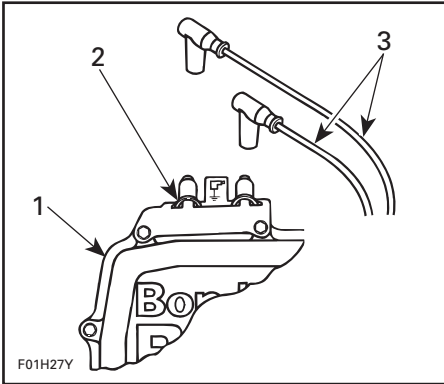
Remove hose pincher from water outlet hose.

All Models

Wipe up any residual water from the engine.

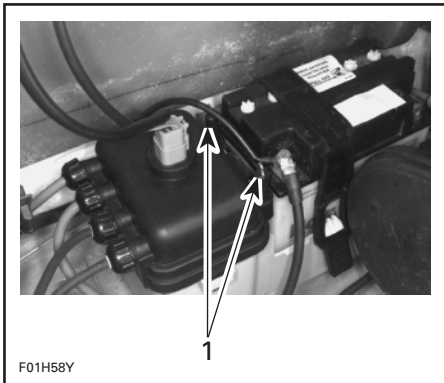
Remove spark plug cables and connect them on the grounding device.

All Models Except SPX/GSX/GTX/XP



1. Magneto housing cover
2. Grounding device
3. Spark plug cables

SPX/GSX/GTX/XP Models Only



TYPICAL

1. Grounding device

All Models

Remove both spark plugs and spray BOMBARDIER LUBE lubricant into each cylinder.

Crank the engine a few turns to distribute the oil onto cylinder wall.

Apply anti-seize lubricant on spark plug threads then reinstall them.

Reinstall plug on air intake silencer cover.

Anticorrosion Treatment

To prevent corrosion, spray a corrosion inhibitor (salt water resistant) such as BOMBARDIER LUBE lubricant or equivalent over metallic components in engine compartment.

NOTE: Engine fogging should be done with BOMBARDIER LUBE lubricant whenever the watercraft is to be stored for few days or a long period.

Apply dielectric grease (salt water resistant) on battery posts and cable connectors.



CAUTION

Never leave rags or tools in the engine compartment or in the bilge.

SPECIAL PROCEDURES

Engine Overheating

If the monitoring beeper sounds continuously, **stop engine immediately.**

Perform **Jet Pump Water Intake and Impeller Cleaning** procedure shown in this section.

Flush cooling system, refer to POST-OPERATION CARE.

If engine still overheats, refer to an authorized dealer for servicing.

Jet Pump Water Intake and Impeller Cleaning

Weeds, shells or debris can get caught on the intake grate, drive shaft and/or impeller. A clogged water intake may cause troubles such as:

1. **Cavitation:** Engine speed is high but watercraft moves slowly due to reduced jet thrust, jet pump components may be damaged.
2. **Overheating:** Since the jet pump operation controls the flow of water to cool the engine, a clogged intake will cause the engine to overheat and damage engine internal components.

A weed clogged area can be cleaned as follows:

In-Water Cleaning

Rock the watercraft several times while repeatedly pressing start/stop button for short period without starting engine. Most of the time, this will result in letting the weeds fall from the intake area. Start engine and make sure water flows out from bleed outlet(s) and watercraft operates properly.

GTS/GTI/GTX Models Only

If the afore mentioned method does not work, the following can be performed:

- With engine running, put selector lever in reverse position and vary throttle quickly several times.
- Retry.

On-Beach Cleaning

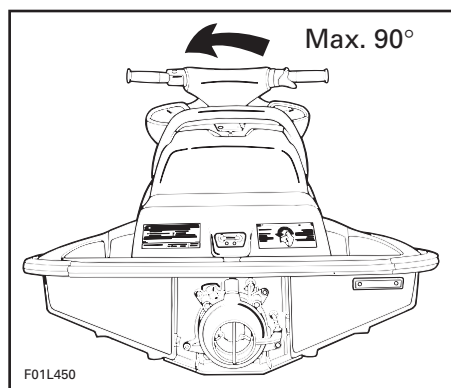
Place a cardboard or a carpet beside the watercraft to prevent scratching when turning the watercraft for cleaning.



WARNING

Always remove safety lanyard cap from switch to prevent accidental engine starting before cleaning the jet pump area.

Rotate the watercraft **counterclockwise** (seen from rear) to its left side for cleaning. Rotating watercraft counterclockwise eliminates the possibility of residual water in the tuned pipe entering the engine and causing engine damage.



Clean the water intake area. If the system is still clogged, refer to an authorized dealer for servicing.

▼ CAUTION

Inspect water intake grate for damage. Refer to an authorized dealer for repair as necessary.

▼ CAUTION

Avoid watercraft operation in weeded areas. If unavoidable, vary watercraft speed. Weeds tend to entangle more at steady speed and at slow speed.

Capsized Watercraft

SP Series

The watercraft is designed so that if it is turned over, it should not remain capsized due to its self-righting capability.

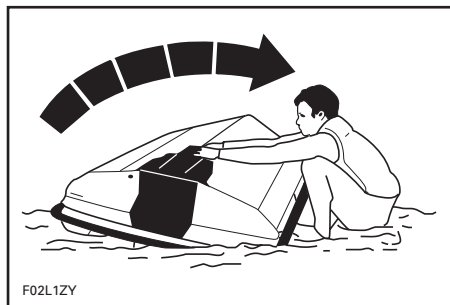
After roll over, always tip watercraft counterclockwise (maximum 90°) before restarting engine.

GS Series/GTS/GTI/GTX/HX/XP Models

The watercraft is designed so that it should not turn over easily, due to its longer and larger dimensions and its full vee hull. Also two sponsons mounted on the side of the hull assist watercraft stability. If it turns over, it will remain capsized due to its non self-righting capability. To return the watercraft upright rotate it **clockwise** (seen from rear) by pushing on the right side then handhold the side of water intake **HOLE** and use your weight to complete the rotation of watercraft.

▼ CAUTION

Always refer to decal located on stern of watercraft before tipping over.



Submerged Watercraft

If the watercraft is submerged and engine is water-flooded, it is strongly recommended that the watercraft be serviced by an authorized dealer immediately.

In the event the engine cannot be serviced within a few hours, remove spark plug cables and connect them on the grounding device.

◆ WARNING

Never crank engine with spark plugs removed unless spark plug cables are connected to the grounding device.

Remove spark plugs and dry them with a clean and dry cloth.

Cover spark plug holes with a rag.

Crank engine to allow water to escape from spark plug openings.

Spray BOMBARDIER LUBE lubricant into spark plug holes.

Crank engine again.

Reinstall spark plugs.

XP/GSX/GTX

Remove balancing shaft drain plug. Ensure that there is no water contamination.

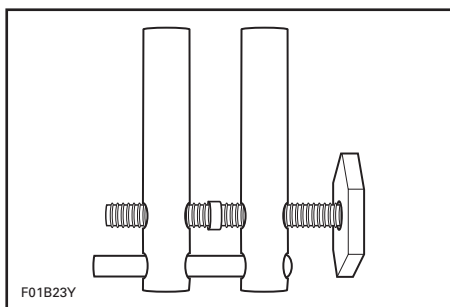
Re-install drain plug.

Add 30 ml (1 oz) of Formula XP-S synthetic injection oil through filler plug.

Towing the Watercraft in Water

Special precautions should be taken when towing a Sea-Doo watercraft in water.

Maximum recommended towing speed is 24 km/h (15 MPH).



When towing your watercraft in water, pinch the water supply hose from the impeller housing to the engine with the Hose Pincher (large) P/N 529 030 400 shown in the following illustration.

This will prevent the cooling system from filling which may lead to water being injected into and filling the exhaust system. Without the engine running there isn't any exhaust pressure to carry the water out the exhaust outlet.

▼ CAUTION

Failure to do this may result in damage to the engine. If you must tow a stranded watercraft in water and do not have a hose pincher be sure to stay well below the maximum towing speed of 24 km/h (15 MPH).

Snugly install the hose pincher on the hose as shown in the following photo.



F01E1XY

TYPICAL

1. Hose pincher installed

▼ CAUTION

When finished towing the craft, hose pincher must be removed before operating. Failure to do so will result in damage to the engine.

Low-Charge Battery Condition

See your dealer to have it charged or replaced.

◆ WARNING

Do not charge or boost the battery while installed on the watercraft.

◆ WARNING

Only perform procedures as detailed in this Guide. It is recommended that the assistance of an authorized dealer be periodically obtained on other components/systems not covered in this Guide. Unless otherwise specified, engine must not be running and the safety lanyard must be removed for all maintenance procedures.

Lubrication

Use SEA-DOO synthetic grease and lubricate every 10 hours. Proceed as follows:

Remove seat to expose engine compartment (for the HX/XP Models, open hood).

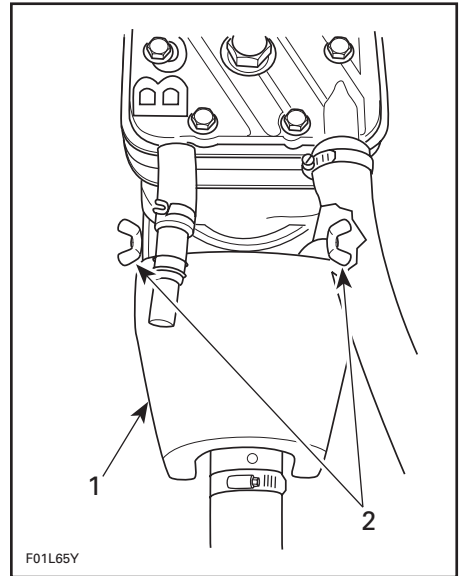
On SP Series, remove vent tube support.

Remove the wing nuts, washers and pull out PTO flywheel guard.

◆ WARNING

Always remove safety lanyard cap from its receptacle to prevent accidental engine starting before removing the PTO flywheel guard.

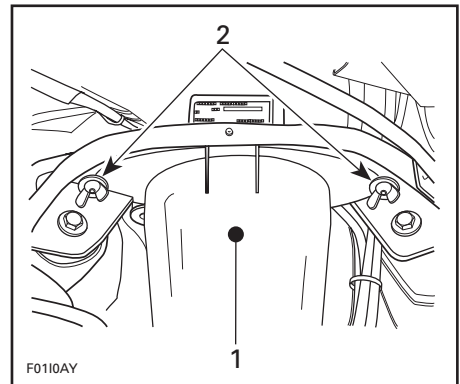
SP Series/GTS Model



TYPICAL

1. Flywheel guard
2. Wing nuts

GS/GSI/GSX/GTI/GTX Models



1. Flywheel guard
2. Wing nuts

All Models

Using a grease gun, carefully lubricate PTO flywheel at grease fitting until boot is just beginning to expand.

▼

CAUTION

Immediately stop lubricating as soon as boot begins to expand to prevent boot damage or slipping.

Additional Lubrication

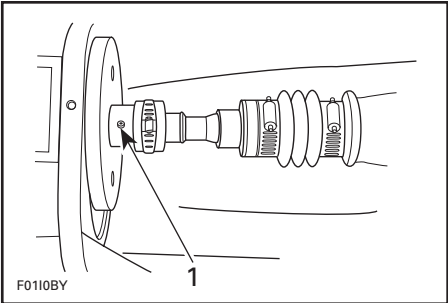
BOMBARDIER LUBE lubricant will help to prevent corrosion and keep proper operation of moving mechanisms.

Lubrication of the following items should be performed every 50 hours in fresh water use but every 10 hours in salt water use.

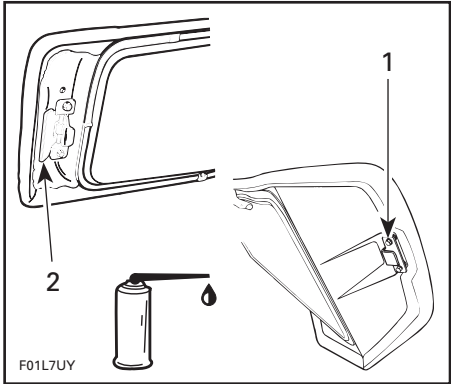
Choke Lever

Fully pull choke lever and lubricate the metallic portion.

Seat Opening Mechanism, Tab, Hook and Lock Pin (Except HX/XP)



1. Grease PTO flywheel



1. Front tab
2. Rear mechanism

Secure PTO flywheel guard.
On SP Series, reinstall vent tube support.

Anticorrosion Protection

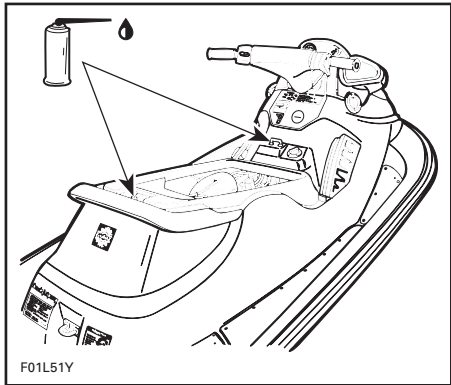
Throttle/Choke Cables

Lubricate the throttle and choke cables with BOMBARDIER LUBE lubricant every 25 hours (or every 10 hours in salt water use).

NOTE: A cable luber can be used on cable end to inject BOMBARDIER LUBE lubricant.

Electrical Connections

As necessary, apply anticorrosion product such as dielectric grease on battery posts and all exposed cable connectors.

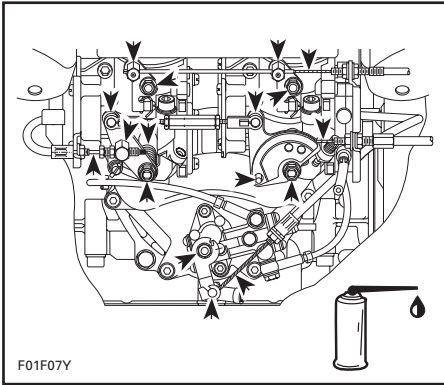


TYPICAL

Carburetor and Oil Injection Pump

Lubricate springs, shafts and exposed portion of cables.

NOTE: Grease carburetor linkage with synthetic grease (twin carbs).

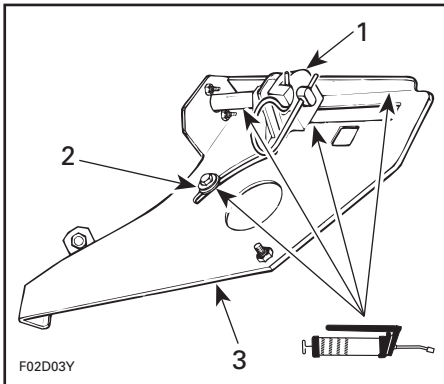


TYPICAL

Reverse System (GTS Model)

Lubricate support plate sliding area of sliding block and triangular lever with synthetic grease.

Also lubricate sliding washer and selector lever stem.



1. Sliding block
2. Sliding washer
3. Support plate

Periodic Inspection

Routine maintenance is necessary for all mechanized products. A periodic inspection contributes to the product's life span.

The following maintenance chart gives guidelines for regular watercraft servicing scheduled to be performed by you and/or by an authorized dealer. The schedule can be adjusted according to operating conditions and use.

IMPORTANT: Schedule for watercraft rental operations or higher number of hour use, will require greater frequency of inspection and maintenance.

Periodic Inspection Chart

DESCRIPTION	FREQUENCY				To be performed by
	every 10 hours	every 25 hours	every 50 hours	every 100 hours or seasonally	
Lubrication/corrosion protection	①		✓		OPERATOR
Engine ignition timing				✓	DEALER
Spark plug replacement			✓		DEALER
Throttle/choke cables, inspection/lubrication	①	✓			OPERATOR
Flame arrester inspection			✓		DEALER
Carburetor adjustment including choke/throttle cable adjustments				✓	DEALER
Oil injection pump adjustment				✓	DEALER
Fuel filter and oil filter inspection		✓			DEALER
Fuel filter and oil filter replacement				✓	DEALER
Fuel reservoir straps	✓				OPERATOR
Oil reservoir straps	✓				OPERATOR
Engine head bolts, retorque				✓	DEALER
Steering system			✓		DEALER
Reverse system/reverse cable adjustment (GTS/GTI/GTX)				✓	DEALER
Variable Trim System (SPX/GSI/GSX/XP)			✓		DEALER
Fastener tightening (flame arrester, carburetor(s), engine mount, exhaust system, etc.)			✓		DEALER
Muffler, battery and reservoir fastening devices			✓		OPERATOR
Fuel lines, check-valve and fuel system pressurization			✓		DEALER
Fuel vent line pressure relief valve inspection		✓			DEALER
Inspect/clean engine drain tube	①	✓			DEALER
Bilge system/water tank trap drains inspection (GSI/GTS/GTI/GTX)			✓		OPERATOR
Battery condition			✓		DEALER
Electrical connections (battery, starter, etc.)		✓			DEALER
Monitoring beeper			✓		DEALER
Impeller shaft reservoir oil level/oil condition		✓		Replace	DEALER
Impeller condition and impeller/wear ring clearance			✓ ②		DEALER
Drive shaft boot and spline condition (both ends)			✓ ②		DEALER
PTO flywheel lubrication	✓				OPERATOR
Water intake grate condition			✓ ②		OPERATOR
Hull condition				✓	OPERATOR
Cooling system flushing		✓ ③			OPERATOR

NOTE: Some items are included in the PRE-OPERATION CHECKS and not necessarily repeated in this chart.

- ① Every 10 hours in salt water use.
- ② These items have to be initially checked after 25 hours. Thereafter, servicing to be made as specified in this chart.
- ③ Daily flushing in salt water or foul water use.

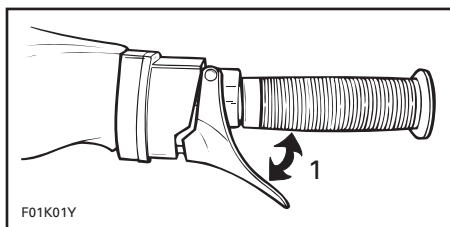
Throttle and Choke Cable Inspection

Throttle Cable

Depress and release the throttle lever several times. It must operate smoothly and return to its initial position without any hesitation. Refer to an authorized dealer if necessary.

◆ WARNING

If throttle lever does not automatically return, do not operate watercraft and see your dealer.



1. Must move freely

Choke Cable Inspection

Ensure it operates smoothly and without any hesitation from fully open to fully closed. When the choke lever is fully pulled, choke must be fully applied. Refer to an authorized dealer if necessary.

Carburetor Adjustment

Carburetor adjustment is very important to allow good engine operation and therefore watercraft performance. Carburetor adjustment requires technical knowledge and experience to have the correct mixture supplied to the engine. This critical adjustment must be performed by an authorized dealer once a year or more often if necessary.

▼ CAUTION

Serious engine damage can occur with improper carburetor adjustment.

Fuel and Oil Filters

These filters should be replaced by an authorized dealer annually. Fuel system pressurization should be conducted at the same time.

▼ CAUTION

An obstructed oil filter will cause oil starvation resulting in serious engine damage.

Steering Alignment

When the handlebar is aimed in straight ahead position, the jet pump nozzle should be in the same direction allowing the watercraft to run in a straight line.

Refer to an authorized dealer if an adjustment is necessary.

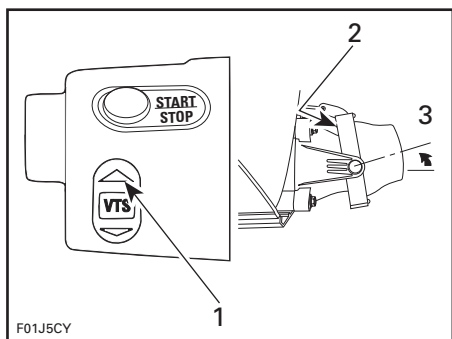
◆ WARNING

Ensure the handlebar/jet pump nozzle operate freely from side to side and are not stressing the steering cable and/or bracket.

Steering system should be inspected every 50 hours by an authorized dealer.

VTS Adjustment (SPX/GSI/GSX/XP Models)

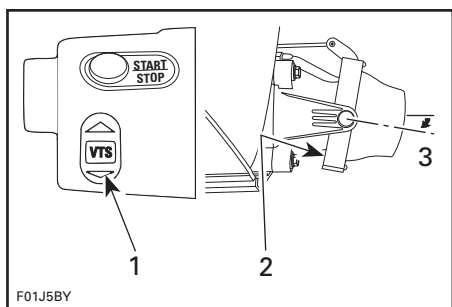
Push on arrow pointing upward on VTS button until the VTS stops. The nozzle should be up (8°) without interfering with venturi housing.



TYPICAL

1. Push on arrow pointing upward on VTS button
2. No interference
3. Nozzle up

Push on arrow pointing downward on VTS button until VTS stops. The nozzle must be down (10°) and it must not interfere with venturi housing.



1. Push on arrow pointing downward on VTS button
2. No interference
3. Nozzle down

If VTS needs to be readjusted, refer to an authorized dealer.

▼ CAUTION

Trim ring and/or nozzle must not interfere at any position. Damage will occur if adjustments are not done adequately.

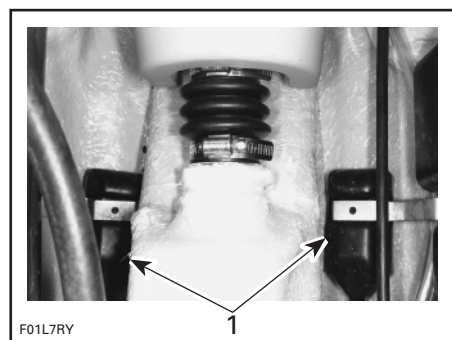
Vacuum Bailer Pick-Ups

They are located each side of the drive shaft tunnel.

Two pick-ups use a low pressure area in the jet pump to syphon the water out of the bilge.

Inspect each pick-up screen for obstructions, clean as necessary.

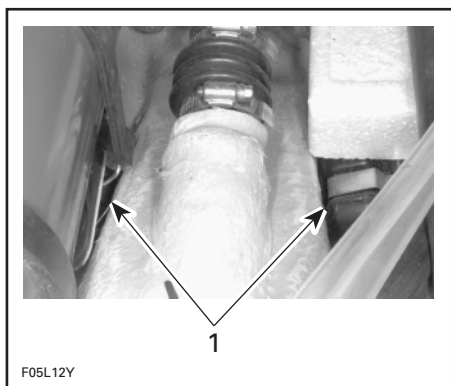
All Models Except HX/XP



1. Vacuum bailer pick-ups

HX/XP Models Only

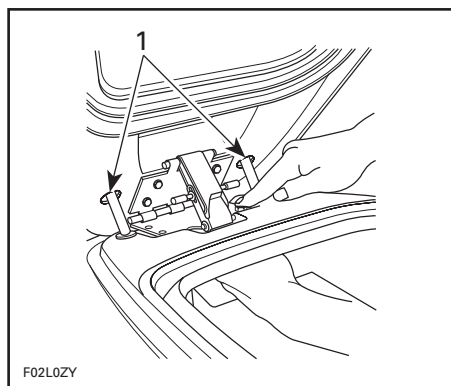
○ **NOTE:** Remove the access cover at rear of watercraft to access bailer pick-ups.



1. Vacuum bailer pick-ups location

Water Tank Trap Drains (GTS Model)

Open storage cover and check for possible obstructions at drain outlets.



1. Outlets

Fuses

All Models Except SPX

The electrical system is protected with 2 fuses.

A 15 A fuse protects the charging system. If the battery is regularly discharged, check fuse condition.

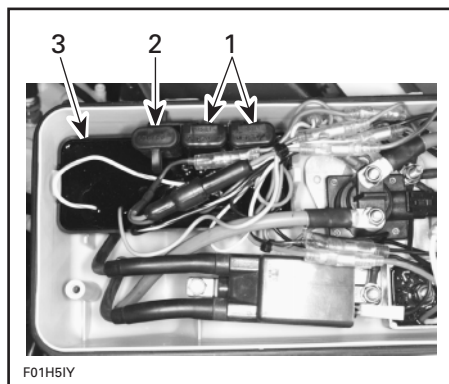
A 5 A fuse protects the starting system, accessories and controls. If starter does not operate, check fuse condition.

All fuses are located in the electrical box.

To access fuses, unclip and move away electrical box from its seat.

Open the electrical box.

Remove fuse caps.



1. Fuse caps
2. Spare fuse holder
3. MPEM

If defective, replace the fuse by one of the same rating. Make sure to properly close the fuse cap.



CAUTION

Do not use a higher rated fuse as this can cause severe damage. Refer to SPECIFICATIONS section for recommended fuse rating. If a fuse is regularly burnt, see an authorized dealer.



WARNING

If any water is found in the electrical box, immediately refer to an authorized dealer before operating the watercraft.

Properly close the electrical box cover making sure its seal is well positioned.

SPX/GSX/GTX/XP Models Only

The electrical system is protected with 5 fuses.

Two 15 A fuses protect the charging system. One fuse is located in the front electrical box and the other one is in the rear electrical box. If the battery is regularly discharged, check fuses.

Also, the holder relay which prevents the discharge of the battery through the ignition system when the craft is not running, is protected by a 5 A fuse. The holder relay is located in the front electrical box.

A 5 A fuse protects the starting system, accessories and controls. The fuse is located in the front electrical box. If the starter does not operate, check condition of this fuse and the one of the holder relay.

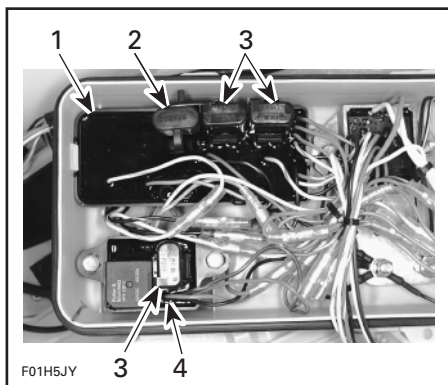
A 7.5 A fuse protects the variable trim system (VTS). The fuse is located in the rear electrical box.

To access fuses in the front electrical box, open storage cover and remove basket.

Unplug connectors of the front electrical box.

Unclip the electrical box from its seat and remove it.

Open the electrical box.



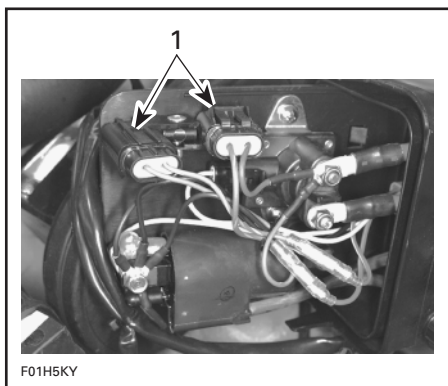
FRONT ELECTRICAL BOX

1. MPEM
2. Spare fuse holder
3. Fuse caps
4. Holder relay

Remove fuse caps to check fuse condition.

To access fuses in the rear electrical box, remove seat and vent tube support.

Unclip cover of rear electrical box and move cover beside box.



REAR ELECTRICAL BOX (EXCEPT XP)

1. Fuse holder

Unclip and pull out fuse connector to check fuse condition.

If defective, replace the fuse by one of the same rating.



CAUTION

Do not use a higher rated fuse as this can cause severe damage. Refer to SPECIFICATIONS section for recommended fuse rating. If a fuse is regularly burnt, refer to an authorized dealer.



WARNING

If any water is found in the electrical box(es), immediately refer to an authorized dealer before operating the watercraft.

Properly close cover of each electrical box, making sure each seal is well positioned.

General Inspection and Care

Inspection

Check engine compartment for any damage and fuel/oil injection systems for leaks. Ensure all hose clamps are properly secured and no hose is cracked, kinked or presenting any other damage.



WARNING

If any gasoline leak or odor is found, do not start the engine. Have the watercraft serviced by an authorized dealer.

Inspect muffler, battery and fuel/oil reservoir fastening devices. Check electrical connections for corrosion and tightness.

Inspect hull and jet pump water intake grate for damage. Replace or have damaged parts repaired. It is recommended that an authorized dealer annually inspect the hull condition.

Care

Twice a year, the bilge should be cleaned with hot water and detergent or bilge cleaner to remove any possible fuel/oil/electrolyte deposits and mildew.

Occasionally, wash the body with water and soap (only use mild detergent). Remove any marine organisms from engine and/or hull. Apply non-abrasive wax such as silicone wax.



CAUTION

Never clean apparent fiberglass and plastic parts with strong detergent, degreasing agent, paint thinner, acetone, etc.

TRANSPORTATION, STORAGE AND PRE-SEASON PREPARATION

Transportation



WARNING

Always turn the fuel valve to OFF position when transporting or docking the watercraft.

Tie the watercraft to both bow and stern (front/rear) eyelets so that it is firmly retained on the trailer. Use additional tie-downs if necessary.



CAUTION

Do not route ropes or tie-downs over the seat as they could produce permanent damage. Wrap ropes or tie-downs with rags or similar protectors where they can touch the watercraft body.

Ensure seat and storage cover are properly latched.

A SEA-DOO cover should protect the watercraft, particularly before driving on dirt roads, to prevent dirt entry through the air intake opening(s).

Observe trailering safety precautions.

Storage

It is recommended that the watercraft be serviced by an authorized dealer for storage but the following operations can be performed by you with a minimum of tools.



CAUTION

Do not run the engine during the storage period.

Engine Draining

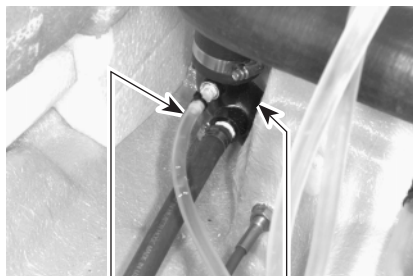
Check engine drain hose. Make sure there is no sand or other particles in it and that it is not obstructed so that water can leave the engine. Clean hose and fitting as necessary.



CAUTION

Water in engine drain hose must be free to flow out, otherwise water could be trapped in engine. Should water freeze in engine, severe damage will occur. Check engine drain hose for obstructions.

All Models Except HX

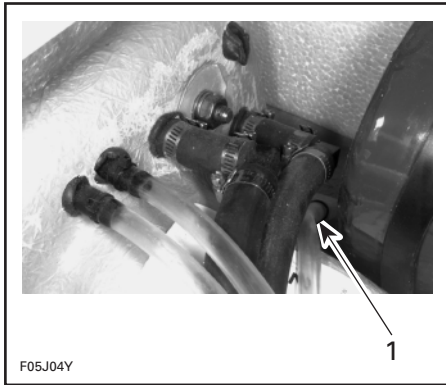


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TYPICAL

1. Engine drain hose
2. Exhaust outlet

HX Model



1. Engine drain hose

Watercraft Rinsing

Thoroughly rinse the watercraft hull, bilge, engine compartment, with fresh water.

Propulsion System

Lubricant in impeller shaft reservoir should be drained and reservoir cleaned. Refill with 90 mL (3.0 U.S. oz) of SEA-DOO synthetic polyolester oil (75W90 GL5 type C gear lube). Refer to an authorized dealer for this operation.

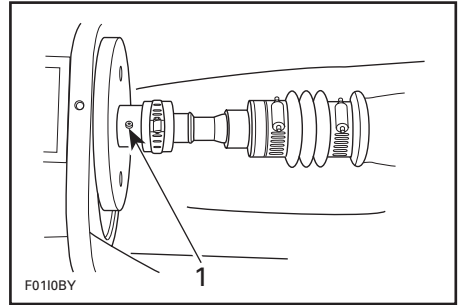
▼ CAUTION

Use only SEA-DOO jet pump oil or equivalent synthetic gear oil, otherwise component service life could be reduced. Do not mix oil brands or types.

Lubricate PTO flywheel at grease fitting with synthetic grease.

▼ CAUTION

Do not lubricate excessively. Immediately stop when a slight movement is noticed on rubber boot.



1. Grease PTO flywheel

Fuel System

SEA-DOO fuel stabilizer (or equivalent), can be added in fuel tank to prevent fuel deterioration and carburetor gumming. Follow manufacturer's instructions for proper use.

▼ CAUTION

Fuel stabilizer should be added prior to engine lubrication to ensure carburetor protection against varnish deposits.

◆ WARNING

Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Always wipe off any fuel spillage from the watercraft. Always turn the fuel valve to OFF position when storing the watercraft.

Cooling System Flushing and Engine Internal Lubrication

Refer to procedure in POST-OPERATION CARE.

Battery

Contact your authorized dealer or refer to the appropriate Shop Manual for proper storage procedure.

Anticorrosion Treatment

Wipe off any residual water in the engine compartment.

Spray BOMBARDIER LUBE lubricant over metallic components in engine compartment.

Additional Recommended Protection

Cooling system may be filled with an equal part of water and antifreeze solution.

▼ CAUTION

During winter storage in cold climates (where freezing may occur), always add antifreeze and water solution to cooling system. Mix in equal parts.

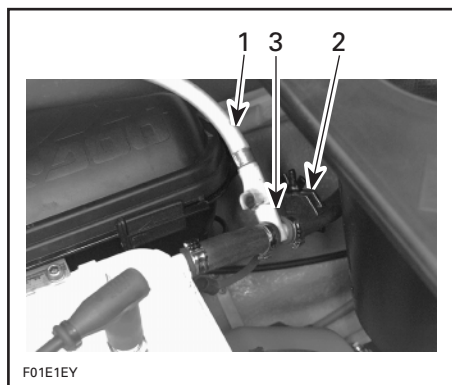
▼ CAUTION

Always use Thelon glycol antifreeze containing corrosion inhibitors specifically recommended for aluminum engines.

All Models Except the HX/XP

Install coupler hose to fitting spigot.

Install a hose pincher to engine water return hose (beside fitting spigot).

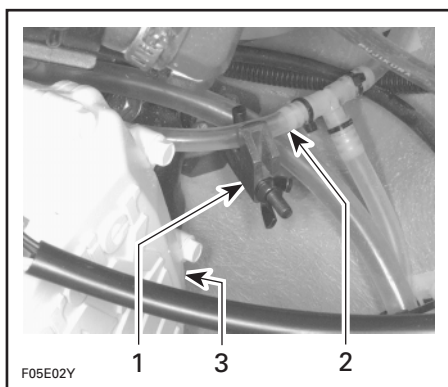


1. Coupler hose
2. Hose pincher
3. Fitting spigot

Pour the antifreeze slowly mixed with water in coupler hose until the colored solution appears in the engine drain hose.

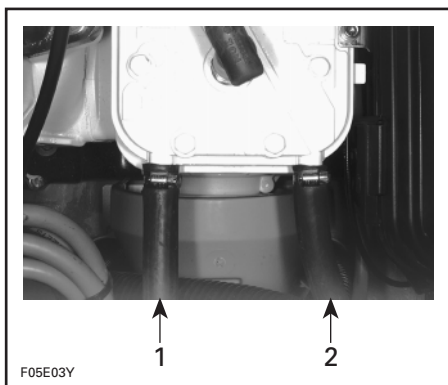
HX/XP Models Only

Install a hose pincher to engine drain hose.



1. Hose pincher (P/N 295 000 076)
2. Drain hose
3. Magneto housing cover

Disconnect engine water supply hose and engine water return hose.



1. Engine water supply hose
2. Engine water return hose

Temporarily install one hose to engine water inlet at cylinder head.

Insert a funnel into hose and pour about 1 liter (1 qt) of antifreeze mixed with water in engine.

Remove temporary hose and reconnect engine water supply hose and engine water return hose.

Remove hose pincher.


All Models

The following steps should be performed to provide the watercraft enhanced protection.


Remove muffler and drain out as much water as possible. Reinstall muffler.

OR: Disconnect one hose from muffler and pour some antifreeze solution inside muffler. Reconnect hose.

Lubricate the throttle cable with BOMBARDIER LUBE lubricant.

 **NOTE:** A cable luber can be used on throttle cable end to inject BOMBARDIER LUBE lubricant.

Clean the bilge with hot water and detergent or with bilge cleaner. Rinse thoroughly. Lift front end of watercraft to completely drain bilge. If any repairs are needed to body or to the hull contact your dealer. For paint touch up to mechanical parts use Bombardier spray paint. For small gelcoat repairs, a Bombardier repair kit is available. See ACCESSORIES AND SERVICE PRODUCTS section. Replace damaged labels/decals.

 **NOTE:** Bilge cleaning should be done prior to anticorrosion treatment.

Wash the body with soap and water solution (only use mild detergent). Rinse thoroughly with fresh water. Remove marine organisms from the hull. Apply a nonabrasive wax such as silicone wax.

CAUTION


Never clean apparent fiberglass and plastic parts with strong detergent, degreasing agent, paint thinner, acetone, etc.

If the watercraft is to be stored outside, cover it with an opaque tarpaulin to prevent sun rays and grime from affecting the plastic components, watercraft finish as well as preventing dust accumulation.

CAUTION

The watercraft must never be left in water for storage. Never leave the watercraft stored in direct sunlight. UV rays will dull finishes.

The seat should be partially left opened during storage (except HX/XP). This will avoid engine compartment condensation and possible corrosion.

 **NOTE:** If the watercraft is stored outside with seat partially opened and without a tarpaulin, unscrew the rear drain plug in order to avoid water build up in the bilge during rainfall. Tilt the watercraft to the rear so that water can flow out of floorboard.

Pre-Season Preparation

Use the following chart.

Since technical skills and special tools are required, some operations should be performed by an authorized dealer.

WARNING

Observe all WARNINGS and CAUTIONS mentioned throughout this guide which are pertinent to the item being checked. When component conditions seem less than satisfactory, replace with genuine BOMBARDIER parts or approved equivalents.

Pre-Season Preparation Chart

NOTE: It is highly recommended that the dealer perform the annual safety inspection and factory campaigns in addition to the pre-season preparation all at the same time.

OPERATIONS	To be performed by
Lubrication/corrosion protection	OPERATOR
Battery condition/charging and reinstallation	DEALER
Battery, starter connections and routing ②	DEALER
Spark plug replacement ①	OPERATOR
Impeller shaft reservoir oil inspection	DEALER
Propulsion system inspection	DEALER
Oil filter replacement	DEALER
Fuel reservoir straps	OPERATOR
Oil reservoir straps	OPERATOR
Oil injection reservoir filling	OPERATOR
Flame arrester cleaning/inspection ②	DEALER
Fuel filter replacement	DEALER
Fuel line condition ②	DEALER
Filler neck, fuel tank and fuel cap condition ②	DEALER
Check valves, fasteners, fuel system pressurization ②	DEALER
Throttle ② and choke cable inspection/adjustment	DEALER
Oil injection pump adjustment and bleeding	DEALER
Engine ignition timing	DEALER
Carburetor adjustment	DEALER
Steering system adjustment/inspection ②	DEALER
Reverse cable adjustment (GTS/GTI/GTX)	DEALER
Inspection of water tank trap drains (bilge lines and bailer pick-ups)	DEALER
Inspection of cooling system hoses	DEALER
Monitoring beeper	DEALER
Digitally encoded security system (if equipped)	DEALER

① Before installing new spark plugs, it is suggested to burn the excess BOMBARDIER LUBE lubricant by starting the engine using the old spark plugs.

② Safety item covered in the annual safety inspection.



CAUTION

Coupler hose must be installed or watercraft must be in water to cool engine. Running the engine without cooling water will damage exhaust hose interior and may damage engine.

TROUBLESHOOTING

The following chart is provided to help in diagnosing the probable source of simple troubles. You may be able to solve many of these problems rather quickly, but others may require the skills of a mechanical technician. In such cases, consult an authorized dealer for servicing

Monitoring Beeper Coded Signals

Watercraft Equipped with the Digitally Encoded Security System (DESS)

CODED SIGNALS	POSSIBLE CAUSE	REMEDY
2 short beeps (while installing safety lanyard on craft switch).	<ul style="list-style-type: none">• Confirms safety lanyard signal operation.	Engine can be started.
1 long beep (while installing safety lanyard on craft switch or when pressing start/stop button in some cases).	<ul style="list-style-type: none">• Bad connection.• Wrong safety lanyard.• Defective safety lanyard.• Salt water in safety lanyard cap.• Improper operation of MPEM or defective wiring harness.	Reinstall safety lanyard cap correctly over switch. Use a safety lanyard that has been programmed for the craft. Use another programmed safety lanyard. Clean safety lanyard cap to remove salt water. Refer to an authorized dealer.
4 long beeps (while installing safety lanyard on craft switch).	<ul style="list-style-type: none">• No communication between MPEM and DC-CDI module (XP/SPX/GSX/GTX models only).	Check fuse of holder relay in the main electrical box.
8 short beeps.	<ul style="list-style-type: none">• Defective MPEM.	Refer to an authorized dealer.

All Models

Continuously beeps.	<ul style="list-style-type: none">• Engine overheats.	See ENGINE OVERHEATING.
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Engine will not Start

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Engine does not turn over.	<ul style="list-style-type: none">• Safety lanyard removed.• Burnt fuse.• Discharged battery.• Battery connections, corroded or loose.• Water flooded engine.	Install cap over switch. Check wiring then replace fuse. Refer to an authorized dealer. Refer to an authorized dealer. Refer to Submerged Watercraft in SPECIAL PROCEDURES.
Engine turns slowly.	<ul style="list-style-type: none">• Discharged or weak battery.	Refer to an authorized dealer.
Engine turns slowly.	<ul style="list-style-type: none">• Fuel tank empty or water-contaminated.• Fuel filter clogged or water-contaminated.• Fuel flooded engine:• Fouled/defective spark plugs.• Misuse of choke.	Refill. Syphon and fill with fresh fuel. Clean, check fuel tank for water. Replace. Use only with cold engine. Replace spark plugs.

Engine Misfires, Runs Irregularly

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Weak spark.	<ul style="list-style-type: none">Fouled/defective/worn spark plugs.Faulty rev limiter.Too much oil supplied to engine.	Replace. Refer to an authorized dealer. Improper oil pump adjustment, refer to an authorized dealer.
Lean fuel mixture.	<ul style="list-style-type: none">Fuel: Level too low, stale or water-contaminated.Fuel filter, clogged or water-contaminated.Fuel valve partially open.	Syphon and/or refill. Refer to an authorized dealer. Turn fuel valve to ON position.
Rich fuel mixture (high fuel consumption).	<ul style="list-style-type: none">Flame arrester dirty/clogged.Partially closed choke.	Clean or replace. Refer to an authorized dealer.

Engine Overheats

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Monitoring beeper sounds continuously.	<ul style="list-style-type: none">Clogged jet pump water intake.Incorrect type of fuel or oil.Clogged coolant system.	Clean. Syphon and refill. Flush cooling system with coupler hose.

Engine Continually Backfires

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none">Faulty rev limiter.	Refer to an authorized dealer.
Weak spark.	<ul style="list-style-type: none">Fouled/defective/worn spark plugs.	Replace.
Overheated engine.	<ul style="list-style-type: none">See ENGINE OVERHEATING.	

Engine Pinging or Knocking

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none">Poor quality gasoline/low octane.Spark plug heat range too high.Ignition timing.	Use well known quality and recommended gasoline. Use recommended spark plugs. Refer to an authorized dealer.

Engine Lacks Acceleration or Power

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none">Weak spark/incorrect fuel mixture.Water in fuel or injection oil.	Refer to ENGINE MISFIRES, RUNS IRREGULARLY. Syphon and replace.
Overheated engine.	<ul style="list-style-type: none">See ENGINE OVERHEATING.	

Watercraft Can Not Reach Top Speed

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Cavitation.	<ul style="list-style-type: none">• Jet pump water intake clogged.• Damaged impeller.	Clean. Replace. Refer to an authorized dealer.

Abnormal Noise from Propulsion System

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Cavitation.	<ul style="list-style-type: none">• Weeds or debris jammed around impeller.• Damaged impeller shaft or drive shaft.	Clean and check for damage. Refer to an authorized dealer.

SPECIFICATIONS

ENGINE		SP (5879)	SPX (5661)
Engine type		Rotax 717, 2-stroke	Rotax 787, 2-stroke
Induction type		Rotary valve	Rotary valve
Exhaust system		Water cooled/water injected	Water cooled/water injected
Exhaust valve		N.A.	R.A.V.E.
Lubrication	Type	Oil injection	Oil injection
	Oil type	BOMBARDIER ROTAX Injection Oil	FORMULA XP-S Synthetic Injection Oil
Number of cylinders		2	2
Displacement		718 cm ³ (43.81 in ³)	782 cm ³ (47.69 in ³)
Rev limiter setting		5900 RPM ± 50	7200 RPM ± 50
COOLING			
Type		Water cooled, total loss type. Direct flow from propulsion unit.	Water cooled, total loss type. Direct flow from propulsion unit.
ELECTRICAL			
Magneto generator output		160 W @ 6000 RPM	180 W @ 6000 RPM
Ignition system type		CDI	DC-CDI
Spark plug	Make and type	NGK, BR7ES	NGK, BR8ES
	Gap	0.5 - 0.6 mm (.020 - .024 in)	0.5 - 0.6 mm (.020 - .024 in)
Starting system		Electric starter	Electric starter
Battery		12 V, 19 A	12 V, 19 A
Fuse	Starting system	5 A	5 A
	Charging system	15 A	2 x 15 A
	VTS system	N.A.	7.5 A
	Holder relay	N.A.	5 A
CARBURETION			
Fuel type		Regular unleaded gasoline	Regular unleaded gasoline
Carburetor		BN 38 Diaphragm Quantity: 1	BN 40I Diaphragm Quantity: 2

N.A.: Not Applicable.

PROPULSION		SP (5879)	SPX (5661)
Propulsion system		Bombardier Formula pump	Bombardier Formula pump
Jet pump type		Axial flow, single stage	Axial flow, single stage
Transmission		Direct drive	Direct drive
Impeller shaft reservoir oil type		SEA-DOO synthetic polyolester oil 75W90 GL5	SEA-DOO synthetic polyolester oil 75W90 GL5
Pivoting angle of direction (nozzle)		~ 26°	~ 26°
Pivoting angle of variable trim system		N.A.	~ 8°
Minimum required water level for jet pump		90 cm (3 ft)	90 cm (3 ft)
PERFORMANCE			
Cruising time at full throttle	Fuel tank without reserve	~45 minutes	~36 minutes
	Fuel tank reserve	~9 minutes	~7 minutes
DIMENSIONS			
Number of passengers ^①		1 operator and 1 passenger	1 operator and 1 passenger
Overall length		254 cm (100 in)	254 cm (100 in)
Overall width		105 cm (41.5 in)	105 cm (41.5 in)
Overall height		92 cm (36.2 in)	92 cm (36.2 in)
Weight		N.A.	197 kg (434 lb)
Load limit (passengers + luggage)		160 kg (352 lb)	160 kg (352 lb)
Hull material		Composite (fiberglass)	Composite (fiberglass)
CAPACITIES			
Fuel tank		34 L (9 U.S. gal)	34 L (9 U.S. gal)
Impeller shaft reservoir	Capacity	90 mL (3 U.S. oz)	90 mL (3 U.S. oz)
	Oil level	Up to plug	Up to plug
Oil injection reservoir		4.5 L (1.2 U.S. gal)	4.5 L (1.2 U.S. gal)

① Refer to load limit.

N.A.: Not Applicable.

BOMBARDIER INC. reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.

ENGINE		HX (5882)
Engine type		Rotax 717, 2-stroke
Induction type		Rotary valve
Exhaust system		Water cooled/water injected
Lubrication	Type	Oil injection
	Oil type	BOMBARDIER ROTAX INJECTION OIL
Number of cylinders		2
Displacement		718 cm ³ (43.81 in ³)
Rev limiter setting		7000 RPM \pm 50
COOLING		
Type		Water cooled, total loss type. Direct flow from propulsion unit.
ELECTRICAL		
Magnet generator output		160 W @ 6000 RPM
Ignition system type		CDI
Spark plug	Make and type	NGK BR8ES
	Gap	0.5 - 0.6 mm (.020 - .024 po)
Starting system		Electric starter
Battery		12 V, 19 A
Fuse	Starting system	5 A
	Charging system	15 A
	VTs system	N.A.
CARBURETION		
Fuel type		Regular unleaded gasoline
Carburetor		BN 38I Diaphragm Quantity: 2

N.A.: Not Applicable.

PROPULSION		HX (5882)
Propulsion system		Bombardier Formula pump
Jet pump type		Axial flow, single stage
Transmission		Direct drive/split FR and RR
Impeller shaft reservoir oil type		SEA-DOO synthetic polyolester oil 75W90 GL5
Pivoting angle of direction (nozzle)		~ 26°
Pivoting angle of variable trim system		± 10°
Minimum required water level for jet pump		90 cm (3 ft)
PERFORMANCE		
Cruising time at full throttle	Fuel tank without reserve	~ 35 minutes
	Fuel tank reserve	~ 10 minutes
DIMENSIONS		
Number of passengers		1 operator
Overall length		273 cm (107.5 in)
Overall width		85 cm (33.5 in)
Overall height		97 cm (38.2 in)
Weight		177 kg (390 lb)
Load limit (operator + luggage)		110 kg (250 lb)
Hull material		Composite (fiberglass)
CAPACITIES		
Fuel tank		27 L (7 U.S. gal)
Impeller shaft reservoir	Capacity	90 mL (3 U.S. oz)
	Oil level	Up to plug
Oil injection reservoir		4 L (1 U.S. gal)

N.A.: Not Applicable.

BOMBARDIER INC. reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.

ENGINE		GTS (5818)
Engine type		Rotax 717, 2-stroke
Induction type		Rotary valve
Exhaust system		Water cooled/water injected
Lubrication	Type	Oil injection
	Oil type	BOMBARDIER ROTAX INJECTION OIL
Number of cylinders		2
Displacement		718 cm ³ (43.81 in ³)
Rev limiter setting		7000 RPM \pm 50
COOLING		
Type		Water cooled, total loss type. Direct flow from propulsion unit.
ELECTRICAL		
Magneto generator output		160 W @ 6000 RPM
Ignition system type		CDI
Spark plug	Make and type	NGK, BR8ES
	Gap	0.5 - 0.6 mm (.020 - .024 in)
Starting system		Electric starter
Battery		12 V, 19 A
Fuse	Starting system	5 A
	Charging system	15 A
CARBURETION		
Fuel type		Regular unleaded gasoline
Carburetor		BN 40I Diaphragm type Quantity: 1

PROPULSION		GTS (5818)
Propulsion system		Bombardier Formula pump
Jet pump type		Axial flow, single stage
Transmission		Direct drive
Impeller shaft reservoir oil type		SEA-DOO synthetic polyolester oil 75W90 GL5
Pivoting angle of direction (nozzle)		~ 26°
Pivoting angle of variable trim system		N.A.
Minimum required water level for jet pump		90 cm (3 ft)
PERFORMANCE		
Cruising time at full throttle	Fuel tank without reserve	N.A.
	Fuel tank reserve	N.A.
DIMENSIONS		
Number of passengers ①		3
Overall length		302 cm (119 in)
Overall width		119 cm (46.9 in)
Overall height		95 cm (37.4 in)
Weight		N.A.
Load limit (passengers + luggage)		225 kg (496 lb)
Hull material		Composite (fiberglass)
CAPACITIES		
Fuel tank		46 L (12 U.S. gal)
Impeller shaft reservoir	Capacity	90 mL (3 U.S. oz)
	Oil level	Up to plug
Oil injection reservoir		4.5 L (1.2 U.S. gal)

① Refer to load limit.

N.A.: Not Applicable.

BOMBARDIER INC. reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.

ENGINE		GS (5621)	GSI (5622)
Engine type		Rotax 717, 2-stroke	Rotax 717, 2-stroke
Induction type		Rotary valve	Rotary valve
Exhaust system		Water cooled/water injected	Water cooled/water injected
Exhaust valve		N.A.	N.A.
Lubrication	Type	Oil injection	Oil injection
	Oil type	BOMBARDIER ROTAX INJECTION OIL	BOMBARDIER ROTAX INJECTION OIL
Number of cylinders		2	2
Displacement		718 cm ³ (43.81 in ³)	718 cm ³ (43.81 in ³)
Rev limiter setting		7000 RPM \pm 50	7000 RPM \pm 50
COOLING			
Type		Water cooled, total loss type. Direct flow from propulsion unit.	Water cooled, total loss type. Direct flow from propulsion unit.
ELECTRICAL			
Magneto generator output		160 W @ 6000 RPM	160 W @ 6000 RPM
Ignition system type		CDI	CDI
Spark plug	Make and type	NGK, BR8ES	NGK, BR8ES
	Gap	0.5 - 0.6 mm (.020 - .024 in)	0.5 - 0.6 mm (.020 - .024 in)
Starting system		Electric starter	Electric starter
Battery		12 V, 19 A	12 V, 19 A
Fuse	Starting system	5 A	5 A
	Charging system	15 A	15 A
	VTs system	N.A.	N.A.
	Holder relay	N.A.	N.A.
CARBURETION			
Fuel type		Regular unleaded gasoline	Regular unleaded gasoline
Carburetor		BN 40I Diaphragm type Quantity: 1	BN 40I Diaphragm type Quantity: 1

N.A.: Not Applicable.

PROPULSION		GS (5621)	GSI (5622)
Propulsion system		Bombardier Formula pump	Bombardier Formula pump
Jet pump type		Axial flow, single stage	Axial flow, single stage
Transmission		Direct drive	Direct drive
Impeller shaft reservoir oil type		SEA-DOO synthetic polyolester oil 75W90 GL5	SEA-DOO synthetic polyolester oil 75W90 GL5
Pivoting angle of direction (nozzle)		~ 26°	~ 26°
Pivoting angle of variable trim system		N.A.	± 8°
Minimum required water level for jet pump		90 cm (3 ft)	90 cm (3 ft)
PERFORMANCE			
Cruising time at full throttle	Fuel tank without reserve	N.A.	N.A.
	Fuel tank reserve	N.A.	N.A.
DIMENSIONS			
Number of passengers (driver included)		2	2
Overall length		267 cm (105 in)	267 cm (105 in)
Overall width		116 cm (45.7 in)	116 cm (45.7 in)
Overall height		99 cm (39 in)	99 cm (39 in)
Weight		227 kg (500 lb)	227 kg (500 lb)
Load limit (passengers + luggage)		165 kg (364 lb)	165 kg (364 lb)
Hull material		Composite (fiberglass)	Composite (fiberglass)
CAPACITIES			
Fuel tank		56.5 L (15 U.S. gal)	56.5 L (15 U.S. gal)
Impeller shaft reservoir	Capacity	90 mL (3 U.S. oz)	90 mL (3 U.S. oz)
	Oil level	Up to plug	Up to plug
Oil injection reservoir		6 L (1.6 U.S. gal)	6 L (1.6 U.S. gal)

BOMBARDIER INC. reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.

ENGINE		GSX (5624)	XP (5662)
Engine type		Rotax 787, 2-stroke	Rotax 787, 2-stroke
Induction type		Rotary valve	Rotary valve
Exhaust system		Water cooled/water injected with regulator	Water cooled/water injected with regulator
Exhaust valve		R.A.V.E.	R.A.V.E.
Lubrication	Type	Oil injection	Oil injection
	Oil type	FORMULA XP-S synthetic injection oil	FORMULA XP-S synthetic injection oil
Number of cylinders		2	2
Displacement		781.6 cm ³ (47.7 in ³)	781.6 cm ³ (47.7 in ³)
Rev limiter setting		7200 RPM \pm 50	7200 RPM \pm 50
COOLING			
Type		Water cooled, total loss type. Direct flow from propulsion unit.	Water cooled, total loss type. Direct flow from propulsion unit.
ELECTRICAL			
Magneto generator output		180 W @ 6000 RPM	180 W @ 6000 RPM
Ignition system type		DC-CDI	DC-CDI
Spark plug	Make and type	NGK, BR8ES	NGK, BR8ES
	Gap	0.5 - 0.6 mm (.020 - .024 in)	0.5 - 0.6 mm (.020 - .024 in)
Starting system		Electric starter	Electric starter
Battery		12 V, 19 A	12 V, 19 A
Fuse	Starting system	5 A	5 A
	Charging system	2 x 15 A	2 x 15 A
	VTs system	7.5 A	7.5 A
	Holder relay	5 A	5 A
CARBURETION			
Fuel type		Regular unleaded gasoline	Regular unleaded gasoline
Carburetor		BN 40I Diaphragm Quantity: 2	BN 40I Diaphragm Quantity: 2

N.A.: Not Applicable.

PROPULSION		GSX (5624)	XP (5662)
Propulsion system		Bombardier Formula pump	Bombardier Formula pump
Jet pump type		Axial flow, single stage	Axial flow, single stage
Transmission		Direct drive	Direct drive/split FR and RR
Impeller shaft reservoir oil type		SEA-DOO synthetic polyolester oil 75W90 GL5	SEA-DOO synthetic polyolester oil 75W90 GL5
Pivoting angle of direction (nozzle)		~ 26°	~ 26°
Pivoting angle of variable trim system		± 8°	± 8°
Minimum required water level for jet pump		90 cm (3 ft)	90 cm (3 ft)
PERFORMANCE			
Cruising time at full throttle	Fuel tank without reserve	~1 hour 8 minutes	N.A.
	Fuel tank reserve	~9 minutes	N.A.
DIMENSIONS			
Number of passengers (driver included)		2	2
Overall length		267 cm (105 in)	269 cm (106 in)
Overall width		116 cm (45.7 in)	104 cm (41 in)
Overall height		94 cm (37 in)	N.A.
Weight		227 kg (500 lb)	236 kg (520 lb)
Load limit (passengers + luggage)		165 kg (364 lb)	136 kg (300 lb)
Hull material		Composite (fiberglass)	Composite (fiberglass)
CAPACITIES			
Fuel tank		56.5 L (15 U.S. gal)	45.5 L (12 U.S. gal)
Impeller shaft reservoir	Capacity	90 mL (3 U.S. oz)	90 mL (3 U.S. oz)
	Oil level	Up to plug	Up to plug
Oil injection reservoir		6 L (1.6 U.S. gal)	4.5 L (1.2 U.S. gal)

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ENGINE		GTI (5641)	GTX (5642)
Engine type		Rotax 717, 2-stroke	Rotax 787, 2-stroke
Induction type		Rotary valve	Rotary valve
Exhaust system		Water cooled/water injected	Water cooled/water injected with regulator
Exhaust valve		N.A.	R.A.V.E.
Lubrication	Type	Oil injection	Oil injection
	Oil type	BOMBARDIER ROTAX INJECTION OIL	FORMULA XP-S synthetic injection oil
Number of cylinders		2	2
Displacement		718 cm ³ (43.81 in ³)	781.6 cm ³ (47.7 in ³)
Rev limiter setting		7000 RPM \pm 50	7200 RPM \pm 50
COOLING			
Type		Water cooled, total loss type. Direct flow from propulsion unit.	Water cooled, total loss type. Direct flow from propulsion unit.
ELECTRICAL			
Magneto generator output		160 W @ 6000 RPM	180 W @ 6000 RPM
Ignition system type		CDI	DC-CDI
Spark plug	Make and type	NGK, BR8ES	NGK, BR8ES
	Gap	0.5 - 0.6 mm (.020 - .024 in)	0.5 - 0.6 mm (.020 - .024 in)
Starting system		Electric starter	Electric starter
Battery		12 V, 19 A	12 V, 19 A
Fuse	Starting system	5 A	5 A
	Charging system	15 A	2 x 15 A
	VTs system	N.A.	N.A.
	Holder relay	N.A.	5 A
CARBURETION			
Fuel type		Regular unleaded gasoline	Regular unleaded gasoline
Carburetor		BN 40I Diaphragm type Quantity: 2	BN 40I Diaphragm type Quantity: 2

N.A.: Not Applicable.

PROPULSION		GTI (5641)	GTX (5642)
Propulsion system		Bombardier Formula pump	Bombardier Formula pump
Jet pump type		Axial flow, single stage	Axial flow, single stage
Transmission		Direct drive	Direct drive
Impeller shaft reservoir oil type		SEA-DOO synthetic polyolester oil 75W90 GL5	SEA-DOO synthetic polyolester oil 75W90 GL5
Pivoting angle of direction (nozzle)		~ 23°	~ 23°
Pivoting angle of variable trim system		N.A.	N.A.
Minimum required water level for jet pump		90 cm (3 ft)	90 cm (3 ft)
PERFORMANCE			
Cruising time at full throttle	Fuel tank without reserve	N.A.	~1 hour 8 minutes
	Fuel tank reserve	N.A.	~9 minutes
DIMENSIONS			
Number of passengers (driver included)		3	3
Overall length		312 cm (122.8 in)	312 cm (122.8 in)
Overall width		119 cm (47 in)	119 cm (47 in)
Overall height		94 cm (37 in)	94 cm (37 in)
Weight		262 kg (578 lb)	262 kg (578 lb)
Load limit (passengers + luggage)		230 kg (507 lb)	230 kg (507 lb)
Hull material		Composite (fiberglass)	Composite (fiberglass)
CAPACITIES			
Fuel tank		56.5 L (15 U.S. gal)	56.5 L (15 U.S. gal)
Impeller shaft reservoir	Capacity	90 mL (3 U.S. oz)	90 mL (3 U.S. oz)
	Oil level	Up to plug	Up to plug
Oil injection reservoir		6 L (1.6 U.S. gal)	6 L (1.6 U.S. gal)


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SI* METRIC INFORMATION ---

BASE UNITS			
DESCRIPTION	UNIT		SYMBOL
length	meter		m
mass	kilogram		kg
force	newton		N
liquid	liter		L
temperature	Celsius		°C
pressure	kilopascal		kPa
torque	newton-meter		N•m
land velocity	kilometer per hour		km/h
navigation velocity	knot		kn
PREFIXES			
PREFIX	SYMBOL	MEANING	VALUE
kilo	k	one thousand	1000
centi	c	one hundredth of	0.01
milli	m	one thousandth of	0.001
micro	μ	one millionth of	0.000001
CONVERSION FACTORS			
TO CONVERT	TO ①	MULTIPLY BY	
in	mm	25.4	
in	cm	2.54	
in ²	cm ²	6.45	
in ³	cm ³	16.39	
ft	m	0.3	
oz	g	28.35	
lb	kg	0.45	
lbf	N	4.4	
lbf•in	N•m	0.11	
lbf•ft	N•m	1.36	
lbf•ft	lbf•in	12	
PSI	kPa	6.89	
imp. oz	U.S. oz	0.96	
imp. oz	mL	28.41	
imp. gal	U.S. gal	1.2	
imp. gal	L	4.55	
U.S. oz	mL	29.57	
U.S. gal	L	3.79	
knot	MPH	1.15	
MPH	km/h	1.61	
Fahrenheit	Celsius	(°F - 32) ÷ 1.8	
Celsius	Fahrenheit	(°C x 1.8) + 32	
hp	kW75	

* The international system of units abbreviates SI in all languages.

① To obtain the reverse sequence, divide by the given factor. Example: to convert millimeters to inches, divide by 25.4.

 **NOTE:** Conversion factors are rounded off to 2 decimals for easier use.

OTHER PUBLICATIONS AVAILABLE _____

PUBLICATION	P/N
<i>Shop Manual</i>	219 100 048
<i>Sea-Doo Racing Handbook</i>	219 000 060
<i>Specification Booklet</i>	219 100 049

HULL
IDENTIFICATION NUMBER (H.I.N.)

ENGINE
IDENTIFICATION NUMBER (E.I.N.)

Purchase Date _____
year month day

Warranty Expiry Date _____
year month day

To be completed by the dealer at the time of the sale

DEALER IMPRINT AREA

Please verify with your selling dealer to ensure your SEA-DOO watercraft has been registered with Bombardier.

CHANGE OF ADDRESS _____

If your address has changed, be sure to fill out and mail the card provided on this page.

Such notification is likewise necessary for your own safety even after expiration of the original warranty, since Bombardier will be in a position to contact you if correction to your watercraft becomes necessary.

☐ **NOTE:** This card is strictly for change of address only.

CHANGE OF ADDRESS

CHANGE OF ADDRESS ☐

VEHICLE IDENTIFICATION NUMBER

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Model Number Hull Identification Number (H.I.N.)

OLD ADDRESS: _____
NAME

NO. _____ STREET _____ APT _____

CITY _____ STATE/PROVINCE _____ ZIP/POSTAL CODE _____

NEW ADDRESS: _____
NAME

NO. _____ STREET _____ APT _____

CITY _____ STATE/PROVINCE _____ ZIP/POSTAL CODE _____

STOLEN UNITS

In the event that your watercraft is stolen, you should notify your area's distributor warranty department of such.
Please provide your name, address, phone number, hull identification number and date it was stolen.
Bombardier will provide a list of stolen units to all watercraft dealers on a monthly basis to aid in recovery of such units to their owners.



STAMP

BOMBARDIER INC.
SEA-DOO WARRANTY
VALCOURT, QUEBEC
CANADA J0E 2L0

